WEST INDIA GUIDE.

ROYAL MAIL STEAM PACKET COMPANY,

INCORPORATED BY ROYAL CHARTER.

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THOMAS MASTERMAN, Esq.
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CAPTAIN LIOT.

Secretary.

EDWARD CHAPPELL, Captain, R.N.

GUIDE

TO THE

WEST INDIES, MADEIRA, MEXICO,

NORTHERN SOUTH-AMERICA,

&c., &c.,

COMPILED FROM DOCUMENTS SPECIALLY FURNISHED BY THE AGENTS OF THE

ROYAL MAIL STEAM PACKET COMPANY,

THE BOARD OF TRADE,

AND OTHER AUTHENTIC SOURCES.

WITH CHARTS AND OTHER ILLUSTRATIONS.

BY JOHN OSBORNE,

SUPERINTENDENT OF THE PASSENGER DEPARTMENT, LONDON OFFICE.

Third Edition,

CONTAINING THE COMPANY'S LATEST REGULATIONS ESSENTIAL TO PASSENGERS AND MERCHANTS.

LONDON:

SOLD AT THE COMPANY'S OFFICE, MOORGATE STREET,

ON BOARD THE SHIPS,

AND MAY BE HAD THROUGH THE AGENTS ABROAD,

AND OF ALL BOOKSELLERS.

1845.

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ADVERTISEMENT.

FROM THE PREFACE TO SECOND EDITION.

"THE favourable manner in which the first edition of the Guide was received, has stimulated me to render the present Work as complete as possible. It is enlarged to fully twice the amount of matter contained in the first edition. New information has been obtained from the Royal Mail Steam Packet Company's Agents abroad, in reply to a new series of questions; the history of each colony has been enlarged; their peculiar laws and government explained; and notice has been made of some new sources of trade and manufacture: in fact the work may be said to have been written anew. A chapter on health and climate is also added.

"To B. Wyon, Esq., I am indebted for the copies of the colonial seals attached to each island, as they are taken from his beautiful designs.

"To G. R. Porter, Esq., of the Board of Trade, I am indebted for the Statistics of the British Colonies. They are now for the first time published,

and cannot fail to be interesting to all concerned in these important dependencies of Great Britain."

To this Edition tables are added, showing the hours of arrival and departure of the steamers *at each of the ports* visited. A plan of one of the ships is also given, which will facilitate the choice of cabins to persons at a distance; for, as the Transatlantic steamers are fitted nearly alike, any number of berth on the plan being chosen, a corresponding cabin in the steamer about to sail may be obtained if not previously engaged. All the regulations interesting to passengers are comprised under one head, and are now inserted in the English, French, and Spanish languages. The reduced scale of freights for cargo and small packages is also fully given.

Since this work has been printed, the population returns of the West India Islands and British Guiana have been issued by order of the House of Commons, and extracts of all that can interest the reader are added in an Appendix.

J. O.

Royal Mail Steam Packet Company's Office,
London, September, 1845.

P.S. Any new information addressed to me at this office will be thankfully received.

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Appendix II. Return of Imports of Sugar, Molasses, Rum, Coffee, and Cocoa into the United Kingdom for 1844.

Advertisements.

LIST OF THE COMPANY'S VESSELS.

SHIPS of 1800 Tons, 500 horse power each.

AVON	Captain	Norton.
CLYDE	,,	Symons.
DEE	,,	Hemsley.
FORTH	,,	Chapman.
MEDWAY	,,	Andrews.
SEVERN	,,	Vincent.
TAY	,,	Sharp.
TEVIOT	,,	Allan.
THAMES	,,	Hast.
TRENT	,,	Boxer.
TWEED	,,	Parsons.

Of 700 Tons and 300 horse power each.

CITY OF GLASGOW	Captain	Sturdie.
REINDEER	,,	May.

SCHOONERS.

LIFFEY	,,	Restarrick.
LARNE	,,	Valler.
LEE	,,	Greaves.

Foreign Agents.

Barbadoes	Messrs. M. Cavan and Co.
Bermuda	E. B. Todd, Esq.
Carthagena	C. E. K. Kortright, Esq.
Chagres	Julian Ramos, Esq.
Demerara	Peter Rose, Esq.
Dominica	Messrs. Dalrymple and Co.
Fayal	J. S. Minchin, Esq.
Grenada	Captain Leese.
Guadaloupe	S. Pedemonte, Esq.
Hamburg	E. Hundeiker, Esq.
Havana	J. T. Crawford, Esq.
Jacmel	W. Larke, Esq.
Jamaica	R. Currie, Esq.
La Guayra	Messrs. Boulton, Phelps and Co.
Madeira	,, Gordon, Duff and Co.
Martinique	D. O'Mullane, Esq.
Montserrat	Charles Griffin, Esq.
Nevis	James Davoren, Esq.
Nicaragua	Samuel Sheppard, Esq.
Paris	Messrs. C. Delrue and Co.
,,	J. Glaenzer, Esq.
Porto Cabello	Messrs. Phelps and Evans.
Santa Martha	E. W. Mark, Esq.
St. Jago de Cuba	Messrs. Wright, Brooks and Co.
St. Juan's, Porto Rico	R. D. Jacob, Esq.
St. Kitt's	Messrs. Berridge and Co.
St. Lucia	W. Muter, Esq.
St. Thomas	R. Comrie, Esq.
St. Vincent	Messrs. Le Gall, Graham, and Co.
Tampico	,, S. L. Jolly and Co.
Tortola	C. F. Stout, Esq.
Trinidad	R. Dennistoun, Esq.
Vera Cruz	Messrs. Manning, Mackintosh & Co.

The Steam Ships of this Company convey Passengers as follows :—

Outwards.

2nd of Month.

Havana*	Honduras
Vera Cruz	La Guayra*
Tampico	Porto Cabello*

Due in England 7th of the Month from the above.

17th only.

Bermuda	Santa Martha
Carthagena	San Juan de Nicaragua
Chagres	

Due in England 7th of the Month from the above.

Both 2nd and 17th.

Madeira	Nassau
Antigua	Nevis
Barbadoes	Porto Rico
Demerara	St. Jago de Cuba
Dominica	St. Kitt's
Grenada	St. Lucia
Guadaloupe	St. Thomas
Jacmel	St. Vincent
Jamaica	Tobago
Martinique	Tortola
Montserrat	Trinidad

Due in England 7th and 22nd of each Month, except Madeira.

* Passengers can also proceed to these places by the 17th month packet.

WEST INDIA PASSENGER FARES,

Which include the use of Bedding and Linen, Steward's Fees, and all other Charges, except for Wines, Spirits, Malt Liquors, and Mineral Waters.

This Company's Steam Ships leave Southampton at 2 p.m. on the 2nd and 17th of each Month, unless the latter should be a Sunday, and then on the day following.

Atlantic Voyages, by Steamer.

PLACES.	OUTWARD. Single After Cabin.	Single Fore Cabin.	Double Fore Cab. per Berth.		HOMEWARD. Single After Cabin.	Single Fore Cabin.	Double Fore Cab. per Berth.
Antigua	£45	£40	£35	....	£47	£41	£35
Barbadoes	42	37	32	....	47	41	35
Bermuda	55	50	45	....	40	35	30
Carthagena	60	55	50	....	55	50	45
Chagres	60	55	50	....	55	50	45
Demerara	45	40	35	....	47	41	35
Dominica	45	40	35	....	47	41	35
Grenada	45	40	35	....	47	41	35
Guadaloupe	45	40	35	....	47	41	35
Havana	56	51	46	....	50	45	40
Jacmel	50	45	40	....	50	45	40
Jamaica	50	45	40	....	50	45	40
Martinique	45	40	35	....	47	41	35
Montserrat	45	40	35	....	47	41	35
Nassau	60	55	50	....	50	45	40
Nevis	45	40	35	....	47	41	35
Porto Rico	45	40	35	....	47	41	35
St. Jago de Cuba	55	50	45	....	50	45	40
St. Kitt's	45	40	35	....	47	41	35
St. Lucia	45	40	35	....	47	41	35
St. Thomas	45	40	35	....	47	41	35
St. Vincent	45	40	35	....	47	41	35
Santa Martha	60	55	50	....	55	50	45
Nicaragua	60	55	50	....	55	50	45
Tampico	67	62	57	....	67	62	57
Tobago	45	40	35	....	47	41	35
Tortola	45	40	35	....	47	41	35
Trinidad	45	40	35	....	47	41	35
Vera Cruz	65	60	55	....	65	60	55
Madeira	30	26	22	Fayal	17	17	17

Outward and Homeward by Steamers—and Intercolonially by Sailing Vessels.

PLACES.	OUTWARD. Single After Cabin.	Single Fore Cabin.	Double Fore Cab. per Berth.		HOMEWARD. Single After Cabin.	Single Fore Cabin.	Double Fore Cab. per Berth.
La Guayra.....	£50	£45	£40..	....	£50	£45	£40
Porto Cabello. ..	..50	..45	..40..	....	..50	..45	..40
Honduras	..60	..55	..50..	....	..60	..55	..50

The difference in the rates of Passage Money between After and Fore Cabins refers merely to the position of the Sleeping Cabin; in all other respects the Passengers will be precisely on the same footing

☞ *Arrangements, on reasonable terms, may be made by Invalids or others desirous to take the round of the Voyage.*

TABLES OF ARRIVAL AND DEPARTURE

AT *and* FROM *each Port.*

Shewing the regular course of each Atlantic Steamer, from Southampton and back to Southampton, when not diverted by casualty, or orders from the Company's Superintendents abroad.

By this Table it is understood that the *Reindeer* performs the Route from Grenada to Demerara and back to Grenada; and that the *City of Glasgow* performs the Route from Grenada to Trinidad and back to Grenada.

The *hours* for Arrival and Departure will always be as shewn; but the *dates* only apply to the month of 30 days: when the month has 31 days, the dates will be one day earlier than stated in this Table.

STEAMER OF 2ND OF EACH MONTH.

DATES. Arrival.	DATES. Departure.	PLACES.	Miles from place to place.	Miles from England.
.....	2nd 6 P.M.	Southampton - -	.....	.....
9th Midnight	10th 6 A.M.	Madeira - - -	1,287	1,287
23rd Midnight	24th Midnight	Barbadoes - - -	2,610	3,897
25th 6 P.M.	26th 6 A.M.	Grenada - - -	140	4,037
26th 6 P.M.	26th 8 P.M.	St. Vincent - -	78	4,115
26th Midnight	27th 2 A.M.	St. Lucia - - -	53	4,168
27th 7 A.M.	27th 9 A.M.	Martinique - -	45	4,213
27th 2 P.M.	27th 4 P.M.	Dominique - - -	40	4,253
27th 9 P.M.	27th 11 P.M.	Guadaloupe - -	45	4,298
28th 6 A.M.	28th 8 A.M.	Antigua - - -	70	4,368
28th Noon.	28th 2 P.M.	Montserrat - - -	32	4,400
28th 6 P.M.	28th 8 P.M.	Nevis - - - -	33	4,433
28th 10 P.M.	28th Midnight	St. Kitt's - - -	11	4,444
29th 2 P. M.	29th 4 P.M.	Tortola - - - -	128	4,572

DATES.		PLACES.	Miles from place to place.	Miles from Englad.
Arrival.	Departure.			
29th 6 P.M.	1st 6 P.M.	St. Thomas† - - -	23	4,605
2nd 6 A.M.	2nd Noon.	Porto Rico - - -	65	4,670
2nd Midnight	3rd 6 A.M.	St. Thomas - -	65	4,605
3rd 9 A.M.	3rd 11 A.M.	Tortola - - -	23	4,572
4th 4 A.M.	4th 6 A.M.	St. Kitt's - - -	128	4,444
4th 8 A.M.	4th 9 A.M.	Nevis - - - -	11	4,433
4th 1 P.M.	4th 2 P.M.	Montserrat - -	33	4,400
4th 6 P.M.	4th 8 P.M.	Antigua - - -	32	4,368
5th 6 A.M.	5th 7 A.M.	Guadaloupe - -	70	4,298
5th Noon.	5th 1 P.M.	Dominique - -	45	4,253
5th 6 P.M.	5th 8 P.M.	Martinique - -	40	4,213
6th 4 A.M.	6th 6 A.M.	St. Lucia - - -	45	4,168
6th 2 P.M.	6th 4 P.M.	St. Vincent - -	53	4,115
7th 6 A.M.	11th 6 A.M.	Grenada* - - -	73	4,037
14th Midnight	15th 6 A.M.	Jacmel - - -	720	4,757
16th Noon.	16th 6 P.M.	Jamaica - - -	255	5,012
19th 6 A.M.	19th Noon.	Santa Martha - -	440	5,452
19th Midnight	20th 6 A.M.	Carthagena - - -	105	5,557
21st 6 P.M.	22nd 6 A.M.	Chagres - - -	280	5,837
23rd 6 P.M.	24th 6 P.M.	Nicaragua - - -	240	6,077
26th 6 A.M.	26th 6 P.M.	Chagres - - -	240	5,837
28th 6 P.M.	29th 6 A.M.	Carthagena - - -	280	5,557
29th Midnight	30th Noon.	Santa Martha - -	105	5,452
2nd 6 P.M.	3rd 6 P.M.	Jamaica* - - -	440	5,012
4th Midnight	7th 6 A.M.	St. Jago de Cuba -	190	5,202
8th Noon.	9th Noon.	Jamaica - - -	190	5,012
11th Noon.	11th 6 P.M.	Jacmel - - -	255	5,267
14th Midnight	15th 6 A.M.	Porto Rico - - -	388	5,655
15th 6 P.M.	16th 6 A.M.	St. Thomas* - -	65	4,605
21st 6 A.M.	22nd 6 A.M.	Bermuda† - - -	845	5,450
26th 6 A.M.	27th 6 A.M.	Nassau - - -	775	6,225
29th 6 A.M.	30th 6 A.M.	Havana - - -	360	6,585
4th 6 A.M.	17th 6 A.M.	Jamaica* - - -	740	5,012
18th Noon.	20th Noon.	St. Jago de Cuba -	190	5,202
21st 6 P.M.	24th Noon.	Jamaica - - -	190	5,012
26th Noon.	26th 6 P.M.	Jacmel - - - -	255	5,267
29th Midnight	30th 6 A.M.	Porto Rico - - -	388	5,655
30th 6 P.M.	1st 6 A.M.	St. Thomas* - -	65	4,605
14th 6 A.M.	15th 6 A.M.	Fayal - - - -	2,249	6,854
22nd 6 P.M.	.....	Southampton - -	1,373	
....	Total	time out 140 days.	16,906	Miles.

* Meets Steamer from England. † Meets Steamer to England.

DATES.		PLACES.	Miles from place to place.	Miles from England.
Arrival.	Departure.			
.....	17th 6 P.M.	Southampton - -		
24th Midnight	25th 6 A.M.	Madeira - - -	1,287	1,287
8th Midnight	9th Midnight	Barbadoes - - -	2,610	3,897
10th 6 P.M.	11th 6 A.M.	Grenada - - -	140	4,037
11th 6 P.M.	11th 8 P.M.	St. Vincent - -	78	4,115
11th Midnight	12th 2 A.M.	St. Lucia - - -	53	4,168
12th 7 A.M.	12th 9 A.M.	Martinique - -	45	4,213
12th 2 P.M.	12th 4 P.M.	Dominique - - -	40	4,253
12th 9 P.M.	12th 11 P.M.	Guadaloupe - -	45	4,298
13th 6 A.M.	13th 8 A.M.	Antigua - - -	70	4,368
13th Noon.	13th 2 P.M.	Montserrat - -	32	4,400
13th 6 P.M.	13th 8 P.M.	Nevis - - - -	33	4,433
13th 10 P.M.	13th Midnight	St. Kitt's - - -	11	4,444
14th 2 P.M.	14th 4 P.M.	Tortola - - - -	128	4,572
14th 6 P.M.	16th 6 P.M.	St. Thomas† - -	23	4,605
17th 6 A.M.	17th Noon.	Porto Rico - -	65	4,670
17th Midnight	18th 6 A.M.	St. Thomas - -	65	4,605
18th 9 A.M.	18th 11 A.M.	Tortola - - - -	23	4,572
19th 4 A.M.	19th 6 A.M.	St. Kitt's - - -	128	4,444
19th 8 A.M.	19th 9 A.M.	Nevis - - - -	11	4,433
19th 1 P.M.	19th 2 P.M.	Montserrat - - -	33	4,400
19th 6 P.M.	19th 8 P.M.	Antigua - - -	32	4,368
20th 6 A.M.	20th 7 A.M.	Guadaloupe - -	70	4,298
20th Noon.	20th 1 P.M.	Dominique - -	45	4,253
20th 6 P.M.	20th 8 P.M.	Martinique - -	40	4,213
21st 4 A.M.	21st 6 A.M.	St. Lucia - - -	45	4,168
21st 2 P.M.	21st 4 P.M.	St. Vincent - -	53	4,115
22nd 6 A.M.	26th 6 A.M.	Grenada* - - -	78	4,037
29th Midnight	30th 6 A.M.	Jacmel - - - -	720	5,267
1st Noon.	3rd Noon.	Jamaica - - -	255	5,012
7th Midnight	10th 6 P.M.	Havana† - - -	740	6,583
15th Noon.	16th Noon.	Vera Cruz - - -	810	7,393
17th 6 P.M.	22nd 6 P.M.	Tampico - - -	205	7,598
23rd Midnight	3rd 6 A.M.	Vera Cruz - - -	205	7,393
8th 6 P.M.	11th Midnight	Havana* - - -	810	6,583
13th Midnight	14th Midnight	Nassau - - - -	360	6,225
18th Midnight	21st Noon.	Bermuda* - - -	775	5,450
7th 6 P.M.	.....	Southampton - -	3,019	
	Total time out, 110 days	- -	13,182	Miles.

* Meets Steamer from England. † Meets Steamer to England.

INTERCOLONIAL.

TRINIDAD ROUTE—*One Steamer every* 15 *Days.*

Starting at 6 P.M. on the 25th day after the 2nd and 17th of each Month.

DATES.		PLACES.	Miles from place to place.	Miles from England.
Arrival.	Departure.			
.....	27 & 12, 6 P.M	*From* Grenada - -	.....	4,037
28 & 13, 6 P.M	7 & 22, 6 A.M	*To* Trinidad - - -	94	4,131
7 & 22, 6 P.M	8 & 23, noon	,, Grenada - - -	94	4,037
9 & 24, 6 P.M	.....	,, Barbadoes - -	140	3,897

DEMERARA ROUTE—*One Steamer every* 15 *Days.*

Starting at Midnight on the 22nd day after the 2nd and 17th of each Month.

DATES.		PLACES.	Miles from place to place.	Miles from England.
Arrival.	Departure.			
.....	24 & 9, Mid.	*From* Barbadoes -	.....	3,897
25 & 10, 6 P.M	25 & 10, Mid.	*To* Tobago* - - -	130	4,027
28 & 13, 6 A.M	5 & 20, Noon	,, Demerara - -	320	4,347
7 & 22, noon	7 & 22 6, P.M	,, Tobago* - - -	320	4,027
8 & 23, 6 A.M	.....	,, Grenada - - -	85	4,037

LA GUAYRA ROUTE—*One Schooner every* 30 *Days.*

Starting at 6 A.M. on the 24th day after the 2nd of each Month.

DATES.		PLACES.	Miles from place to place.	Miles from England.
Arrival.	Departure.			
.....	26th 6 A.M.	*From* Grenada - -	.....	4,037
29th 6 P.M.	30th 6 A.M.	*To* La Guayra - -	320	4,357
30th Midnight	2nd Midnight	,, Porto Cabello -	68	4,425
4th Midnight	5th Noon.	,, La Guayra - -	68	4,357
10th Noon.	15th 6 P.M.	,, St Thomas - -	480	4,605
26th 6 A.M.	26th 6 A.M.	,, Grenada - - -	420	4,037

HONDURAS ROUTE—*One Schooner every* 30 *Days.*

Starting at Noon on the 36th day after the 2nd of each Month.

DATES.		PLACES.	Miles from place to place.	Miles from England.
Arrival.	Departure.			
.....	8th Noon.	*From* Havana - -		6,583
18th Midnight	20th Midnight	*To* Belize, Honduras	500	7,083
1st Noon.	8th Noon.	,, Havana - - -	500	6,583

* Courland Bay.

94 miles.—25½ days.

Grenada.
94 miles.

Barbadoes.
140 miles.

II.

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lays.

ays.

Tortola.
128 miles.—27 days.

St. Lucia.
53 miles.—24 days.

Martinique.
45 miles.—24½ days.

Dominique.
40 miles.—24¾ days.

Guadaloupe.
45 miles.—25 days.

Antigua.
70 miles.—25½ days.

Montserrat.
32 miles.—25¾ days.

Nevis.
33 miles.—26 days.

St. Kitt's.
11 miles.—26 days.

Chagres.
280 miles.—34 days.

Porto Bello.
68 miles.—28 days.

La Guayra.
68 miles.

St. Thomas.
480 miles.

Back to Grenada direct.

TABLE X.

PANAMA & ST. JAGO DE CUBA ROUTE.

One Steamer every 30 days.

Santa Martha.
440 miles.—31½ days.

Carthagena.
105 miles.—32½ days.

Southampton.
2976 miles.—9.11 days.

Kingston.

Havana.
740 miles.—35½ days.

Vera Cruz.
810 miles.—42¾ days.

Tampico.
205 miles.—47 days.

Vera Cruz.
205 miles.

Havana.
810 miles.

Nassau.
360 miles.

Bermuda.
775 miles.

Fayal.

Kingston, Jamaica

St. Jago de Cuba.
190 miles.—31 days.

Kingston, Jamaica
190 miles.

Jacmel in Hayti.
255 miles.

St. Juan's in Porto Rico.
388 miles.

St. Thomas.
65 miles.

TABLE VIII.

HOMEWARD FAYAL ROUTE.

One Steamer every 30 days.

PLAN OF ROUTES OF THE ROYAL MAIL STEAM PACKET COMPANY'S VESSELS;

Shewing the Distances from place to place, and Time from England.

TABLE I.

OUTWARD ATLANTIC ROUTE.

One Steamer every 2nd and 17th.

Southampton.

Madeira. 1287 miles.—7¼ days.

Barbadoes. 2610 miles.—21 days.

Grenada. 140 miles.—23 days.

TABLE III.

DEMERARA ROUTE.

One Steamer every 15 days.

Courland Bay,

Demerara. 220 miles.—2¾ days.

Courland Bay, Tobago. 320 miles.

Grenada. 85 miles.

TABLE II.

TRINIDAD ROUTE.

One Steamer every 15 days.

Trinidad. 94 miles.—2¾ days.

Grenada. 94 miles.

Barbadoes. 140 miles.

TABLE IV.

NORTHERN ISLANDS ROUTE.

One Steamer every 15 days.

St. Vincent. 70 miles.—2¾ days.

St. Lucia. 53 miles.—3¼ days.

Martinique. 45 miles.—2½ days.

Dominique. 40 miles.—2½ days.

Guadaloupe. 45 miles.—2¾ days.

Antigua. 70 miles.—2¾ days.

Montserrat. 32 miles.—2¾ days.

Nevis. 33 miles.—2¾ days.

St. Kitt's. 11 miles.—2¾ days.

Tortola. 126 miles.—3¼ days.

St. Thomas. 23 miles.—2¾ days.

St. Juan's, in Porto Rico. 63 miles.—3¾ days.

And by the same Route back to Grenada.

TABLE IX.

LA GUAYRA ROUTE.*

One Schooner every 30 days.

La Guayra. 320 miles.—2¾ days.

Porto Cabello. 68 miles.—2¾ days.

La Guayra. 68 miles.

St. Thomas. 680 miles.

Back to Grenada direct.

TABLE X.

PANAMA & ST. JAGO DE CUBA ROUTE.

One Steamer every 30 days.

Santa Martha. 440 miles.—3½ days.

Carthagena. 108 miles.—3¾ days.

Chagres. 280 miles.—3¼ days.

San Juan de Nicaragua. 240 miles.—3¾ days.

Chagres. 240 miles.

Carthagena. 280 miles.

Kingston, Jamaica 670 miles.

St. Jago de Cuba. 190 miles.—3¾ days.

Back to Jamaica.

TABLE V.

JAMAICA & MEXICAN ROUTE.

One Steamer every 30 days.

Jacmel in Hayti. 720 miles.—2¾ days.

Kingston.

Havana. 740 miles.—3½ days

Vera Cruz. 830 miles.—3¾ days.

Tampico. 206 miles.—4¾ days.

Vera Cruz. 206 miles.

Havana. 810 miles.

Nassau. 360 miles.

Bermuda. 775 miles.

Southampton. 2776 miles.—9½ days.

To England.

TABLE VI.

JAMAICA & ST. JAGO DE CUBA ROUTE.

One Steamer every 15 days.

Jacmel in Hayti. 720 miles.—2¾ days.

Kingston, Jamaica

St. Jago de Cuba. 190 miles.—3½ days.

Kingston, Jamaica 190 miles.

Jacmel in Hayti. 255 miles.

St. Juan's in Porto Rico. 388 miles.

St. Thomas. 63 miles.

TABLE VIII.

HOMEWARD FAYAL ROUTE.

One Steamer every 30 days.

Fayal. 2249 miles.—8¼ days.

Southampton. 1330 miles.—6¾ days.

TABLE VII.

BERMUDA, HAVANA, & JAMAICA ROUTE.

One Steamer every 30 days.

Bermuda. 845 miles.—3½ days.

Nassau. 775 miles.—3¾ days.

Havana. 360 miles.—4¼ days. [No Mails.]

Kingston in Jamaica. 740 miles.

Jacmel in Hayti. 255 miles.

St. Juan in Porto Rico. 388 miles.

St. Thomas. 63 miles.

TABLE XI.

HONDURAS ROUTE.

One Schooner every 30 days.

Belize. 660 miles.—4¾ days.

And back to Havana.

* The communication to La Guayra, viz. is twice a month, a Schooner being sent by the Government of Venezuela to St. Thomas to receive the Mails made up in London on the 17th.

Havana 360 miles—40s [No Mails.		Kingston Jamaica 740 miles.		Jacmel in H 255 miles.		St. Juan Porto Ric 388 miles.		St. Thom 65 miles.	
90	30	55	95	70	85	115	65	115	80
65	115	30	70	155	*170	90	40	90	*165
15	200	140	115	240	250	115	140	130	245
10	85	30	20	125	*140	45	30	35	*135
20	85	20	25	125	*140	45	20	45	*135
60	100	125	165	140	75	185	135	185	70
25	85	15	30	125	*140	50	15	50	*135
70	120	35	75	160	*175	95	45	95	*170
45	85	15	50	125	*140	75	25	70	*135
10	50	75	115	90	105	135	85	135	100
25	85	15	30	125	*140	50	15	50	*135
..	85	35	10	125	*140	40	35	30	*135
115	....	80	120	50	125	140	90	140	110
35	85	....	40	125	*140	60	10	60	*135
10	85	40	...	125	*140	40	40	25	*135
165	65	130	170	....	135	190	140	190	130
215	155	180	220	175	....	240	190	240	15
25	95	50	20	135	145	...	50	20	140
35	85	10	40	125	*140	60	...	60	*135
30	100	55	25	140	150	40	55	...	145
210	150	175	215	170	15	235	185	235	....

noney between the places mentioned *via* Grenada.

REGULATIONS

RELATIVE TO PASSENGERS.

Booking.

☞ *No berth is considered engaged till the whole fare is paid.*

1.—Children of cabin passengers under three years of age are carried free of charge; above three years, and under eight years, to pay one-fourth the cabin-passage rate paid by their parents; above eight years, and under twelve years, to pay one-half ditto; but not entitled to a separate cabin.

2.—Passengers' male servants to pay *one-half*, and female *two-thirds* the cabin-passage rate paid by their employers.

3.—An abatement of one-sixth of the established rate of passage-money is to be made in favour of families consisting of not less than five persons, including adults, children above three years of age, and servants.

4.—Dogs to be charged at one-eighth the fare paid by their owners.

5.—Each adult passenger allowed to carry luggage, free of charge, to the extent of twenty cubic feet measurement; children and servants in proportion. All extra luggage to be charged as for measurement cargo.

6.—Merchandize, specie, &c., cannot be carried under the name of luggage. All specie carried by passengers, above the value of £150, to be charged for at the usual rate of freight on specie.

7.—Troops and other deck passengers are to be carried only *intercolonially*. To find their own provisions and bedding, and not admitted abaft the chimney. To pay one-fifth the cabin fare.

8.—Passengers' servants cannot be booked as deck passengers.

9.—Passengers not proceeding after taking their passage, to forfeit half the passage-money.

INTERCOLONIAL VOYAGES.

Fares in Silver Dollars.

PLACES.	Antigua.	Barbadoes.	Bermuda.	Carthagena.	Chagres.	Demerara.	Dominica.	Grenada.	Guadaloupe.	Havana.	Honduras.	Jacmel.	Jamaica.	La Guayra.	Martinique.	Montserrat.	Nassau.	Nevis.	Porto Cabello.	St. Juan's, Porto Rico.	St. Jago de Cuba.	St. Kitt's.	St. Lucia.	Santa Martha.	St. Thomas.	St. Vincent.	San Juan de Nicaragua.	Tampico.	Tobago.	Tortola.	Trinidad.	Vera Cruz.
Antigua	...	30	70	90	105	60	15	30	10	95	1155	55	55	15	10	†80	10	60	30	75	10	20	85	20	25	125	*140	45	20	45	*135
Barbadoes	25	...	90	105	120	30	20	15	25	105	1155	55	70	40	20	25	†100	30	45	50	90	30	15	100	40	15	140	150	15	40	30	145
Bermuda	185	200	...	135	150	230	190	200	185	60	1130	100	225	190	180	40	180	230	150	120	180	190	130	155	195	170	115	215	165	215	110
Carthagena	120	135	140	...	20	165	125	135	120	75	165	35	160	125	115	100	115	165	85	55	115	125	15	90	130	40	130	150	100	150	115
Chagres	140	155	†160	30	...	185	145	155	140	80	1 85	55	180	145	135	105	135	185	105	75	135	145	45	110	150	20	135	170	120	170	130
Demerara	50	30	115	115	130	....	45	25	50	115	1 65	80	50	45	50	125	55	55	75	100	55	40	110	65	35	150	160	20	65	30	155
Dominica	15	30	80	90	105	50	....	25	10	95	1 55	55	50	10	15	†90	20	55	40	75	20	10	85	30	20	125	*140	45	30	40	*135
Grenada	25	25	90	90	105	40	20	....	25	90	1 40	55	25	20	25	†100	30	30	50	75	30	15	85	40	10	125	133	30	40	15	130
Guadaloupe	10	30	75	90	105	55	10	30	....	95	1 55	55	55	10	10	†85	15	60	35	75	15	15	85	25	25	125	*140	45	25	45	*135
Havana	135	150	70	80	80	180	140	150	135	....	80	50	175	140	130	25	130	180	100	70	130	140	80	105	145	80	55	165	115	165	50
Honduras	195	210	130	145	160	240	200	210	195	60	.. 140	110	235	200	190	85	190	240	160	130	190	200	140	165	205	160	115	225	175	225	110
Jacmel	75	90	95	55	70	120	80	90	75	60	...	20	115	80	70	85	70	120	30	40	70	80	50	45	85	90	105	105	55	105	100
Jamaica	85	100	105	35	50	130	90	100	85	40	30	....	125	90	80	65	80	130	50	20	80	90	30	55	95	70	85	115	65	115	80
La Guayra	60	75	80	120	135	105	65	70	60	110	1 85	85	....	65	55	†90	55	10	40	105	55	65	115	30	70	155	*170	90	40	90	*165
Madeira	125	100	190	205	220	130	120	115	125	205	2155	170	140	120	125	†200	130	145	150	190	130	115	200	140	115	240	250	115	140	130	245
Martinique	15	30	80	90	105	50	10	20	10	95	1155	55	45	....	15	†90	20	50	40	75	20	10	85	30	20	125	*140	45	20	45	*135
Montserrat	10	30	70	90	105	60	20	30	15	95	1 55	55	55	20	....	†80	10	60	30	75	10	20	85	20	25	125	*140	45	20	45	*135
Nassau	155	170	50	105	120	200	160	170	155	20	0 0	70	195	160	150	....	150	200	120	90	150	160	100	125	165	140	75	185	135	185	70
Nevis	15	35	65	90	105	60	25	35	20	95	15 3	55	60	25	10	†75	....	65	25	75	10	25	85	15	30	125	*140	50	15	50	*135
Porto Cabello	65	80	85	125	140	110	70	75	65	115	14 9	90	15	70	60	†95	60	....	45	110	60	70	120	35	75	160	*175	95	45	95	*170
St. Juan's, Porto Rico	40	60	65	90	105	90	45	55	40	95	1 3	55	80	45	35	†75	35	85	....	75	35	45	85	15	50	125	*140	75	25	70	*135
St. Jago de Cuba	105	120	125	55	70	150	110	120	105	60	80	20	145	110	100	85	100	150	70	....	100	110	50	75	115	90	105	135	85	135	100
St. Kitt's	15	35	65	90	105	60	25	35	20	95	115	55	60	25	10	†75	10	65	25	75	....	25	85	15	30	125	*140	45	20	45	*135
St. Lucia	20	25	85	90	105	45	10	15	15	95	1155	55	40	10	20	†95	25	45	45	75	25	....	85	35	10	125	*140	40	35	30	*135
Santa Martha	110	125	130	10	30	155	115	125	110	70	905	30	150	115	105	95	105	155	75	50	105	115	....	80	120	50	125	140	90	140	110
St. Thomas	30	45	50	90	105	75	35	45	30	80	1155	55	70	35	25	60	25	75	10	75	25	35	85	....	40	125	*140	60	10	60	*135
St. Vincent	25	25	90	90	105	45	15	10	20	95	1150	55	35	15	25	†100	30	40	50	75	30	10	85	40	....	125	*140	40	40	25	*135
S. Juan de Nicaragua	160	175	†180	50	20	205	165	175	160	80	1105	75	200	165	153	105	155	205	125	95	155	165	65	130	170	....	135	190	140	190	130
Tampico	210	225	140	155	155	255	215	225	210	75	1355	125	250	215	205	100	205	255	175	145	205	215	155	180	220	175	....	240	190	240	15
Tobago	35	25	100	100	115	20	30	10	35	100	1250	65	35	30	35	†110	40	40	60	85	40	25	95	50	20	135	145	....	50	20	140
Tortola	30	45	60	90	105	75	35	45	30	90	1155	55	70	33	23	†70	25	75	20	75	25	35	85	10	40	125	*140	60	....	60	*135
Trinidad	40	35	105	105	120	40	35	15	40	105	1155	70	40	35	40	†115	45	45	65	90	45	30	100	55	25	140	150	40	55	....	145
Vera Cruz	205	220	140	150	150	250	210	220	205	70	1150	120	245	210	200	100	200	250	170	140	200	210	150	175	215	170	15	235	185	235	....

Fares marked thus † indicate the Passage-money between the places mentioned in St. Thomas.——Fares marked thus * indicate the Passage-money between the places mentioned via Grenada.

10.—Should any occurrence prevent the vessels from meeting at the appointed places, the Company does not hold itself responsible for the maintenance of passengers, or for their loss of time during any detention consequent thereon; nor for any delay arising out of accidents; nor for any loss, damage, or detention of luggage.

11.—There is to be no difference in the fares between the fore and after cabins, so far as mere intercolonial passages are concerned; the difference of fares being only intended to apply to transatlantic passages out and home.

12.—Transatlantic passengers are always to have priority of choice of cabins over intercolonial passengers, whether previously booked or not. This is not however to extend to the displacing of any intercolonial passenger from an after or fore cabin, while any other cabin of that description is vacant.

13.—Should any *outward* or *homeward*-bound passenger, who was originally booked for a fore cabin, shift to an after cabin, he is to be charged after cabin fare throughout.

14.—Should any *homeward*-bound passenger originally booked for an after cabin, upon subsequent transhipment fail to obtain accommodation in an after cabin, he is to be charged only as a fore-cabin passenger throughout.

15.—Should any *outward*-bound passenger, originally booked for an after cabin, upon subsequent transhipment fail to obtain accommodation in an after cabin (as this can only occur when the voyage is nearly finished), he is to be allowed a deduction of five shillings per day for every day he is compelled to occupy such fore cabin.

16.—Intercolonial passengers must not be booked farther than they can be conveyed by the vessel in which they embark, or by other vessels, expected to be met with, to which they can be directly transferred.

17.—Before intercolonial passengers are booked, reference should be made to the table of routes on which the ship is employed, as well as to the roster, in order to prevent mistakes, the fares being regulated so as to accord with the direction in which the vessel is proceeding; and when it happens that a passenger can be carried by more

than one course to his destination, the nearest is that for which the fare is calculated, and by which alone he can be conveyed for the amount specified.

18.—After-cabin accommodation by the steamer returning to England from St. Thomas, *via* Fayal, is to be divided equally between passengers from Jamaica and those from the windward route; that is, the starboard after cabins may be secured at Jamaica, and the larboard after cabins are to be reserved for the Demerara and Windward Islands passengers; but if it should be found on arrival at St. Thomas that the passengers from one direction do not require accommodation to the extent provided, and there are more from the other direction than could previously secure after cabins, then such passengers are to have the disposable after cabins given to them, with priority of choice according to the dates of booking.

19.—All passengers from the West Indies proceeding to England, *via* Bermuda, will have to take their chance of obtaining after cabins when they reach the Mexican steamer.

20.—When female servants are on board they are not to occupy or retain cabins while there are cabin passengers to accommodate.

21.—The Spanish dollar to be taken in all the British possessions at the rate of 4s. 2d. sterling; the doubloon at 64s. In Foreign places it is to be received at the established sterling rate there prevailing.

22.—In Foreign Ports the fares specified in the Intercolonial Table are to be paid in silver dollars, or their equivalent in other current coin; this rule applies also to the British Colonies, except that notes of the Colonial Bank are to be taken as equivalent, when convenient to all parties. Five-franc pieces are to be received at the rate of four shillings each, when tendered in payment of freight or passage-money abroad.

23.—Passengers are not allowed to take on board wines, spirits, or other liquors, for use during the voyage, an ample stock thereof being provided on board, at moderate prices.

24.—Passengers intending to embark will apply to the Agents, but the passage-money is to be paid on board.

25.—Priority of choice of berths is to be given to persons who may have made first application to the Company's Agents, in the order in which they stand on a list to be furnished by them to the Captain. Other passengers, not mentioned on the Agents' list, will then have choice of cabins according to the order in which they apply on board the ship.

26.—At places where the Company's vessels arrive and depart, at night, a gun is to be fired to announce their arrival, the moment the order is given to lower the mail boat.

27.—Passengers are requested to conform to established regulations as respects passports, &c., especially in foreign ports.

28.—A boat will be sent from each vessel to land and embark passengers, specie, and parcels.

Rules to be observed on Board.

29.—Every accommodation is to be afforded in embarking and landing passengers, and the Captain is to pay every attention to passengers, and impress upon those under his command the importance of this duty.

30.—The Captain will frequently make enquiry of every passenger on board, whether they have been made as comfortable as circumstances will admit, and should there be any cause for complaint, he will at once endeavour to remedy it.

31.—The Officers of the watch are civilly to answer any question put to them by passengers, but they are to avoid entering into prolonged conversation with any person, that their attention may not be diverted from their proper duties.

32.—The Captain is instructed, on commencing the voyage, to intimate to the passengers, that they are at

liberty, if they wish, to select, from among their number, three gentlemen as a committee, for the purpose of inspecting daily or weekly and approving the bill of fare.

33.—The hours for meals are—Breakfast from eight till nine o'clock. Luncheon from noon till one o'clock. Dinner from four till five o'clock. Tea and coffee from seven till eight o'clock. At one quarter of an hour previous to breakfast, dinner, and tea, a bell will be rung in order to give persons time to prepare.

34.—The Wines to be supplied are Port, Sherry, Madeira, Hock, Champagne, Claret, and Moselle, to which prices are affixed, and a list of the same is to be kept constantly in the saloon.

35.—All passengers who are not unwell are expected to take their meals at the public table, and to appear respectably dressed.

36.—At eleven P.M. all cabin lights are to be put out, after which no wines, spirits, &c., are to be supplied, nor servants to be called, unless in case of sickness. No lights, except those in the fixed lanterns, to be allowed in the sleeping berths.

37.—Sheets and pillow-cases are to be changed every eight days, on long voyages, and a clean towel to be allowed to every passenger daily.

38.—Wearing apparel, or slippers, are not to be allowed to be left lying about out of the berths.

39.—Smoking is not to be allowed either in the saloons or the berths, or the quarter-deck. The upper deck, before the funnel, is allowed for that purpose.

40.—All games of chance are prohibited in every part of the ship during Sunday.

41.—All the stewards and servants of every description are to keep themselves clean and decently dressed, under pain of dismissal.

42.—On Sundays, Divine Service will be performed by the Captain, when the weather permits.

43.—Heavy baggage is not allowed in the berths. Pas-

sengers are requested to select for their use during the voyage, trunks, portmanteaus, or boxes of a moderate size and readily moveable. Heavy baggage will be put into a baggage room, to which access can be had when it may be wanted, and at convenient times. The Company do not hold themselves liable for any damage or loss of baggage, nor for unavoidable delays, accidents, fire, steam or sea risks of any kind whatever.

44.—In case of these Regulations being infringed, or of negligence, inattention or impropriety on the part of any of the servants, or any other ground for dissatisfaction, passengers are requested to give notice immediately to the commander, who has full authority to act under such circumstances.

By Order of the Court of Directors,

E. CHAPPELL, *Secretary.*

55, *Moorgate Street*, *London*,
July 1*st*, 1845.

RÉGLEMENTS

RELATIFS AUX VOYAGEURS.

Enregistrement.

1°.—Les enfants des passagers reçus dans les *cabins*, s'ils sont âgés de moins de trois ans séront conduits franc de tout droit; ceux au dessus de trois ans, mais au dessous de huit ans paieront le quart du prix payé pour la place de *cabin* de chacun de leurs père et mère; ceux au dessus de huit ans, mais au dessous de douze ans paieront moitié de ce même prix; sans avoir droit à un *cabin* séparé.

2°.—Les domestiques mâles de chacun des passagers

paieront moitié et les domestiques femelles les deux-tiers du prix de la place de *cabin* payé par chacun de ceux au service du quel ils seront.

3°.—Une diminution d'un sixiéme du prix de la place comme passager sera accordée aux familles composeés de cinq personnes au moins en y comprenant les adolescents les enfants au dessus de trois ans et les domestiques.

4°.—Le prix des places des chiens sera d'un huitieme du prix de la place du maître.

5°.—Chaque adolescent reçu à bord comme passager aura le droit de porter avec lui ses bagages franc de tout droit de transport, à raison de 20 pieds cubiques de dimension. Pour les enfants et domestiques une proportion sera établie. Les frais de transports pour tous bagages, qui excéderaient la dimension prefixée seront établis d'après le prix payé pour les marchandises de la cargaison en ègard à la place qu'elles occupent.

6°.—Les marchandises, colis, &c. &c., ne peuvent être transportés sous le nom de bagages. Tout colis porté par les passagers à bord, et qui excederait une valuer de £150. sera sujet au droit ordinaire de fret sur les colis.

7°.—Les troupes ou autres passagers reçus sur le pont y seront admis comme voyageurs *de Colonie à Colonie;* partant ils seront tenus de se munir de leur propre provision et literie; ils ne pourront se placer au derrière de la cheminée; ils paieront un cinquiéme du prix d'une place de *cabin*.

8°.—Les domestiques des passagers ne pourront être enregistrés comme passagers reçus sur le pont.

9°.—Les personnes qui ne partiront pas après avoir retenu leur place perdront moitié du prix de leur place.

10°.—Si quelque circonstance s'opposait à ce que les vaisseaux se trouvassent au lieu du rendez vous dans les endroits indiqués, la compagnie ne se regarde pas comme obligée parce qu'elle détient les passagers à bord, ni responsable de la perte de tems qu'elle leur occasionne par cette détention, non plus que pour aucun delai que ce soit provenant d'accident, comme aussi en raison des pertes quelqu'elles soient, dommage ou retenue des bagages.

11°.—Il n'y aura aucune difference de prix de places entre les *cabins* de *devant* et les *arrière-cabins*, pour tout ce qui concerne le simple passage *de Colonie à Colonie;* la différénce ne devant exister pour ces divers *cabins*, qu'en ce qui concerne le passage transatlantique, soit en cas de retour du vaisseau au port d'où il est parti, soit en cas de fret pour l'étranger.

12°.—Les passagers reçus à bord pour un voyage transatlantique auront toute priorité pour choisir les *cabins*, sur les simples passagers *de Colonie à Colonie*, qu'ils se soient ou non fait enregistrer avant eux ; mais ce privilege ne s'appliquera nullement à ceux des passagers *de Colonie à Colonie*, ayant pris leur place dans l'une ou l'autre sorte de *cabin*, lorsqu'un de ces divers *cabins* viendrait à être vacant.

13°.—Tout passager qui prenant sa place à bord d'un vaisseau retournant au port d'où il est parti, ou freté pour l'etranger aurait originairement été enregistré pour une place de *cabin de devant* changera pour une place d'*arrière-cabin* devra n'être tenu de payer que le prix d'une place à l'*arrière-cabin* pour tout le voyage.

14°.—Tout passager reçu à bord pour revenir au lieu d'où il est parti et ayant été originairement enregistré pour une place d'*arrière-cabin* prendra par suite de changement de vaisseau place dans l'*arrière-cabin ;* ne sera tenu qu' à payer durant tout le voyage, pour une place du *cabin de devant.*

15°.—Tout passager reçu à bord pour revenir au lieu d'où il est parti et ayant été originairement enregistré pour une place d'*arrière-cabin* prendra par suite de changement de vaisseau place dans l'*arrière-cabin ;* (ce qui ne peut arriver que quand le voyage est sur le point d'être terminé) aura droit à une déduction de 5 shillings par chaque jour qu'il sera obligé d'occuper semblable place.

16°.—Les passagers reçus à bord pour voyage *de Colonie à Colonie* ne pourront être enregistrés que jusqu' à l'endroit où ils pourront être conduits par le vaisseau sur le quel ils s'embarquent, ou par tout autre vaisseau qu'ils pourraient rencontrer, sur les quels on les feraient passer sur le champ.

17o.—Avant d'enregistrer des passagers allant *de Colonie à Colonie* l'on devra se reporter aux tables des routes que le vaisseau doit suivre comme aussi *au Roster*, pour eviter toute erreur le prix etant reglé de manière à être d'accord avec la direction que suivra le vaisseau. Lorsqu'il arrive qu'un passager peut être conduit d'un trait à sa direction. Le point le plus rapproché est celui que l'on doit prendre pour calculer le prix et ce n'est que par lui que le voyageur peut être conduit pour la somme spécifiée.

18o.—L'avantage des places d'*arrière-cabin* sur un vaisseau à vapeur revenant en Angleterre de St. Thomas par la route de Fayal sera également pour les passagers venant de la Jamaïque que pour ceux venant par la route des îles sous le vent, de telle sorte que le tribord, de l'*arrière-cabin* soit retenu à la Jamaïque et le babord, de l'*arrière-cabin* soit reservé pour les passagers, venant de Demerara et des îles sous le vent; mais si à l'arrivée du vaisseau à St. Thomas il se trouve que les passagers qui suivent telle ou telle direction ne requièrent point autant de placesqu'il leur en était reservé et qu'il y en a plus qu'il n'en pourrait être arrêté d'avance dans l' *arrière-cabin*, les passagers peuvent user des *arrières-cabins* avec la priorité du choix, conformement à la date de l'enregistrement de leurs places.

19o.—Tous les passagers venant des îles occidentales pour se rendre en Angleterre par la voie de Bermuda, auront la chance d'obtenir des places dans l'*arrière-cabin* quand ils auront atteint le vaisseau à vapeur d'Amerique.

20o.—Quand des domestiques femelles seront à bord elles ne pouront occuper ni retenir des places dans les *cabins*, lorsque les passagers auront bésoin de place dans les *cabins*.

21o.—Le dollar Espagnol sera reçu dans toute l'étendne des possessions Anglaises pour 4 shillings 2 pence sterlings, et le doublon pour 64 shillings. Dans les pays étrangers il sera pris sur le pied de ce que vaut la livre sterling dans ces pays.

22o.—Dans les ports étrangers le prix des places fixé dans les tables pour les passagers de *Colonie à Colonie* sera payé en dollar d'argent ou par toute autre monnaie courante équivalente à son prix. Cette régle s'applique aussi aux

Colonies Anglaises à cette exception près que les bons de la Banque Colonialle peuvent être pris comme équivalent mais d'un commun accord entre les parties. Les piéces de cinq francs seront reçus au prix de quatre shillings chaque, quand elles seront employées à payer le fret ou tout autre somme due pour passage à l'étranger.

23o.—Il ne sera pas permis aux passagers reçus à bord d'y prendre avec eux des vins, esprits ou autres liqueurs pour leur usage durant le voyage le vaisseau en étant fourni d'une abondante provision qui sera delivrée à des prix modérés.

24o.—Tout passager qui voudra s'embarquer devra s'adresser pour ce à Messieurs les Agents, mais tout argent du pour passage devra être payé à bord.

25o.—La priorité du choix des places à coucher est accordé aux personnes qui se sont adressées les premières à Messieurs les Agents de la compagnie et ce dans le même ordre qu'ils ont été inscrits sur la liste remise par eux au capitaine. Tout autre passager non porté sur la liste de Messieurs les Agents n'aura de choix que suivant l'ordre dans lequel il se sera adressé au capitaine à bord.

26o.—Dans les places ou les vaisseaux de la compagnie arrivent ou partent, dans la nuit un coup de canon est tiré pour annoncer leur arrivée au moment où l'ordre est donné de baisser le mat de beaupré.

27o.—Les passagers sont invités à se conformer aux réglements établis touchant les passeports, et particulièrement dans les ports étrangers.

28o.—Une chaloupe partira de chaque vaisseau pour embarquer ou mettre à côte les passagers, ballots et colis.

Réglements qui doivent être observés à bord.

29o.—Toute espéce de commodité sera apportée pour embarquer et desembarquer les passagers. Pour ce le capitaine mettra tous les soins désirables et tiendra formellement à ce que ceux qui sont sous son commandement executent fidelement leurs devoirs.

30°.—Le capitaine s'informera frequemment auprès de chaque passager s'il se trouve parfaitement à son aise autant que les circonstances pourront alors le permettre, et s'il arrive qu'il y ait quelque chose à désirer pour cela il devra s'efforcer de remédier à tout inconvénient.

31o.—Les officiers de garde devront repondre à toute question, qui leur sera addressée par les passagers, mais ils doivent éviter d'entrer dans une conversation, surtout prolongée qui les distrairait de l'attention qu'ils doivent apporter à l'accomplissement de leurs dévoirs.

32°.—Le capitaine recoit l'instruction de faire connoitre aux passagers qu'ils ont la liberté s'ils le desirent de choisir parmi eux trois Messieurs qui formeront un comité chargé de l'inspection journalière et hebdomadaire de la carte à payer comme aussi de la critiquer.

33°.—Les heures de repas sont ainsi fixées : Dejeuners de 8 à 9 heures du matin ; gouters de midi à une heure ; Diners de 4 à 5 heures. Thé ou café de 7 à 8 heures du soir. Un quart d'heure avant le déjeuner le diner et le thé la cloche sonnera pour donner à chaque personne le tems de se préparer.

34°.—Les vins servis sur table, seront : Xerès O'Porto, Madère, Hock, Champagne, Bordeaux et Moselle, dont les prix seront fixés sur une étiquette suspendue à chaque bouteille ; de plus une liste de ces mêmes prix sera constamment placée dans le sallon.

35°.—Tout passager qui ne sera pas malade devra prendre ses repas à la table commune et y paroitre décemment vêtu.

36°.—à Onze heures du soir toutes les chandelles des cabins seront éteintes et après cette heure, aucun vin ou esprit ne sera fourni. Les servants ne pourront être appelés qu'au cas de malaises. Aucune lumière ne sera permise si ce n'est celle des lanternes suspendues qui sont autorisées dans les chambres à coucher.

37°.—Les draps et tayes d'oreillers seront changés tous les huit jours pour les voyages de long cours ; et un linge propre pour la toilette sera tous les jours fourni à chaque passager.

38o.—Il n'est pas permis de laisser trainer près des places à coucher des habillements et pantoufles.

39o.—Il n'est pas permis de fumer dans les salons dans les chambres à coucher ou sur le pont de quartier. Le tillac placé à la tête du vaisseau est la seule place permise pour cet effet.

40°.—Tout jeu de hazard est défendu dans toutes les parties du vaisseau durant le dimanche.

41°.—Tous les chefs d'office et servants de tout genre doivent être proprement tenus et habillés décemment sous peine d'être renvoyés.

42°.—Les dimanches le service divin sera fait par le capitaine autant qu'il fera en mer un tems qui le permette.

43°.—Les gros bagages ne seront point introduits dans les chambres à coucher ; les passagers sont donc invités à choisir pour leur usage journalier durant le voyage des malles porte-manteaux et boites d'une dimension ordinaire et faciles à être deplacés d'un endroit à un autre. Les gros bagages seront placés dans le magasin aux bagages au quel tout passager aura facile accès toutes les fois qu'il aura besoin de s'y rendre, et ce dans un tems convenable. La compagnie ne s'engage pas personnellement à repondre d'aucun dommage ou perte de bagages, non plus à garantir contre les delais qu'elle ne pourrait éviter, comme aussi contre le feu, l'explosion de la vapeur, les risques de mer ou les consequences des mauvais tems qu'il ferait enmer,

44°.—Dans le cas d'infraction à ces réglemens ou de négligence inattention ou manque d'égards de la part des servants quelqu'ils soient, ou enfin en cas de mé contentement fondé les passagers devront en donner connaissance sur le champ au commandant qui est revêtu de tous pouvoirs pour agir et sévir suivant les circonstances.

Par Ordre de la Cour des Directeurs,

E. CHAPPELL, *Sécrétaire.*

55, Rue de Moorgate, à Londres.
1 *Juillet*, 1845.

ARTÍCULOS REGLAMENTARIOS,

RELATIVOS A LOS PASAGEROS.

Asiento en el Libro de Entradas.

1º.—Por los niños de los pasageros que ocupan camarote, siendo menores de tres años, nada se carga; siendo mayores de tres años y no habiendo cumplido ocho años, han de pagar una cuarta parte del precio correspondiente á la clase de camarote que sus padres ocuparen; los que fueren mayores de ocho años y sin haber completado su edad de doce años, han de pagar una mitad del integro antedicho precio: mas sin opcion á ocupar camarote separado.

2º.—Los criados de los pasageros pagarán una mitad, las criadas dos terceras partes del precio asignado á los camarotes ocupados por sus amos.

3º.—De la cantidad asignada por precio del tránsito de cada persona, se rebajará una sexta parte en favor de familias que consten no menos que de cinco individuos, incluyendo adultos, hijos majores de tres años, y criados.

4º.—Por los perros se ha de cargar una octava parte del precio que hubieren de pagar sus dueños.

5º.—A cada pasagero adulto se permite llevar, franco de porte un paquete ó baul con sus muebles, que no exceda de la medida de veinte pies cúbicos: á los hijos y criados en proporcion. Todo bagage *extra*, ó además del ya expresado, se cargará como cargamento por medida.

6º.—Las Mercancías, moneda en especie, &c., no se admitirán bajo la denominacion de Maleta ó mueble embarazoso aunque necesario á los Viajeros. Cuanta moneda en especie llevare un pasagero, excedente el valor de 150 libras esterlinas, se cargará al precio acostumbrado del flete sobre la moneda en especie.

7º.—Soldados y otros pasageros de sobre Cubierta solo

han de ser llevados *intercolonialmente.* Ellos han de procurarse sus provisiones, y camas, y no han de ser admitidos detrás de la chimenea. Y han de pagar una quinta parte del precio de los que ocupan camarote.

8°.—Los criados de los pasageros no se insertarán en el Libro de Entradas como pasageros de sobre cubierta.

9°.—Los pasageros que, habiendo Alquilado sus camarotes, no se embarcaren, perderán la mitad del importe de su tránsito.

10°.—Si alguna ocurrencia casual impidiere á los Vajeles que se encuentren en los sitios señalados, la compañia no se cree responsable del mantenimiento de los pasageros, ni por la pérdida de su tiempo durante cualquiera detencion que de ahì resultare ; ni por cualquiera dilacion resultante de accidentes ; ni por ninguna pérdida, daño, ó detencion del equipage ú otros muebles.

11°.—Ninguna diferencia habrá en los precios de los camarotes de la parte anterior y posterior (ó de proa y popa) en cuanto á pasages meramente intercoloniales ; por que la deferencia de precios solamente se intentó aplicar á los viajes transatlánticos de ída del suelo natal, ó de retorno á él.

12°.—Los pasageros Transatlánticos siempre tendrán la precedencia en la eleccion de camarotes sobre los pasageros intercoloniales hayan ó no sido incriptos con antelacion de tiempo en los libros de entrada ó asiento. Sinembargo, esto no ha de llevarse al extremo de desalojar á ningun pasagero intercolonial de un camarote anterior ó posterior, mientras que haya vacante otro camarote de aquella calidad ó descripcion.

13°.—Si por acaso algun pasagero, viajando para afuera ó en retorno á Europa, originalmente incripto en el Libro de Asientos ó Entradas para ocupar un camarote de proa, se mudare á uno de los de popa, se le cargará por el viaje íntegro el precio correspondiente al camarote de popa.

14°.—Mas si algun pasagero de retorno a Europa, originalmente inscripto en el Libro de entradas para ocupar un camarote de popa, en el trasbordamiento no pudiere ser colocado en uno de los camarotes de popa, por el viaje

entero, solamente se le cargará el precio como á un pasagero de camarote de proa.

15°.—En el caso enque un pasagero que va afuera, originalmente inscripto en el Libro de Entradas para ocupar un camarote de popa, en el trasbordamiento subsiguiente on pudiere ser acomodado en camarote de popa (como esto solo puede acaecer cuando el viaje está ya casi finalizado) se le concederá la deduccion de cinco chelines diarios por cada uno de los dias en que se halle compulso á ocupar tal camarote de proa.

16°.—Los pasageros intercoloniales no han de ser inscriptos en el Libro de entradas para mayor distancia de aquella á la cual pueden ser conducidos por el Vajel en que se embarcan, ó por otros Vajeles con los cuales se espera que habrán de encontrarse, y á los cuales puedan ser trasbordados.

17°.—Antes que se inscriban en el Libro de Asientos ódе Entradas los pasageros *intercoloniales* se acudirá á la lista de rutas á las cuales el Vajel está destinado, como tambien á la lista de la línea de puntos en qúe toca el barco, con el objeto de evitar equivocaciones, por cuanto los precios de pasage estan arreglados del modo que ajusten con la direccion que lleva el Vajél; y cuando acontece que un pasagero puede ser conducido al sitio de su destino por mas de una vía, la mas cercana es la pauta por la cual se calcula el precio, y solo por la cual (no por la mas lejana) puede ser conducido por la cantidad especificada.

18°.—El acomodarse en los camarotes posteriores, ódepopa, en los barcos de Vapor que retornan á Inglaterra de Santo Tomás, por la vía de Fâyal, es conveniencia que debe dividirse igualmente entre los pasageros procedentes de Jamaica y los de la ruta de barlovento, esto es los posteriores camarotes del Estribor, ócostado derecho del barco, pueden tomarse en Jamaica, y los camarotes posteriores del Babor, ócostado izquierdo, se han de reservar para los pasageros de Demerara y de las Islas de Barlovento; pero si al arrivo á Santo Tomás se hallare que los pasageros de una de las expresadas direcciones no han menester todos los camarotes que les fueron provistos, y que de la otra direccion hay mas individuos de los que pudieron anterior-

mente optar á ocupar camarotes de popa, entonces se darán á estos tales pasageros los camarotes de popa que hubiere desocupados con la precedencia de eleccion en conformidad á las fechas de su insercion en el libro de entradas.

19º.—Todos los pasageros que de las Indias ocidentales pasan á Inglaterra, *vía* de las Bermudas, habrán de estar á la suerte de obtener camarotes de popa cuando alcancen el Barco de Vapor Mejicano.

20º.—Cuando á bordo van criadas, no han de ocupar ó retener los mejores camarotes al paso que hay pasageros decentes peor acomodados que ellas.

21º.—El pesoduro Español se recibirá en todas las posesiones territoriales Británicas á razon de cuatro chelines y dos peniques, moneda esterlina; el doblon de á ocho, ú onza de oro, á razon de 64 chelines. En todos los sitios extrangeros en donde el valor esterlin del pesoduro es menor de cuatro chelines y dos peniques, como en Méjico, se recibirá por el valor que allí tuviere, y la diferencia que resultare en favor de la compañia se contará como lucro por el cambio.

22º.—En los Puertos Extrangeros las pecuniarias cantidades especificadas en la Tabla, ó lista de precios, intercolonials e han de pagar en duros de plata, ó su equivalente en otra moneda corriente; esta regla se aplica tambien á las Colonias Británicas, exceptuando que las notas (ó papel moneda) del Banco Colonial se han de recibir como equivalentes, cuando fuere del agrado de todos los interesados. Las monedas de cinco francos se han de recibir á razon de cuatro chelines cada una, cuando se ofrecen en pago de flete ó de pasage a fuera.

23º.—No se permite á los pasageros que embarquen vinos, espíritus ni otros licores para su consumo durante el viaje; al effecto hay á bordo un ámplio acopio de esas cosas, y á precios equitativos.

24º.—Las personas que, en clase de pasageros pretenden embarcarse, comunicarán con los Agentes, pero la moneda por su tránsito han de pagarla á bordo.

25º.—Dáse preferencia en la eleccion de camarotes á las personas que hubieren acudido primero á los Agentes de

la compañia, en el orden en que se hallaren sus nombres en la lista que estos deben remitir al Capitan. Otros pasageros, no mencionados en la lista antedicha, harán la eleccion de camarotes por el orden en que fueren entrando en el Vajel.

26º.—En los sitios en donde los Vajeles de la Compañia arriban y de donde salen, de noche, se disparará un cañon para anunciar su llegada en el momento en que se hecha á el agua el bote del correo.

27º.—Se ruega, como es debido y por su misma conveniencia, á los pasageros que se conformen con los reglamentos establecidos en cuanto mira á pasaportes, &c., especialmente en puertos extrangeros.

28º.—De cada Vajel se despachará un bote para desembarcar y embarcar pasageros, moneda en especie, y paquetes.

Reglas que han de Observarse à Bordo.

29º.—Se concederán cuantas cosas sean adaptadas á la conveniencia de los pasageros en los actos y operaciones de su embarco y desembarco; y el capitan tratará con toda urbanidad ymiramiento á los pasageros á bordo de su vajel, inculcando eficazmente á los individuos que bajo de su mando llevare, la importancia de sus obligaciones.

30º.—El Capitan jamás podrá incurrir en el extremo de oficioso por sus frecuentes investigaciones sobre si todos y cada uno de los pasageros en su Vajel han recibido la atencion y asistencia necesarias á su comodidad, tal cual las circunstancias permitan; y si hubiere causa *racional* de queja, inmediatamente procurará remediarla.

31º.—Los oficiales de centinela con civilidad contextarán á cualquiera pregunta que les hicieren los pasageros; pero evitarán el entrarse en conversacion prolongada con ninguna persona, no sea que su atencion se aparte de sus proprias obligaciones.

32º.—El Capitan va encargado de que, al empezar el viaje, intime á los pasegeros que, si les place, libremente pueden nombrar entre sí tres personas de juicio sano en

calidad de comisionados para las diarias inspeccion y aprobacion de la lista de alimentos.

33o.—Las horas de repasto son: para el desayuno desde las ocho hasta las nueve de la mañana. El bocadillo desde las doce hasta la una de la tarde. La Comida desde las cuatro hasta las cinco. Té y Café de siete á ocho de la tarde. Un cuarto de hora antes de los dichos repastos se tocará la campana para que los que han de concurrir se preparen.

34.o—Los Vinos que se presentan son el Oporto, Jerez, Madera, Hock, Champaña, Clarete, y Mosele, á los que se han asignado precios equitativos, y cuya lista ha de estar siempre de manifiesto en el salon.

35o.—Se espera que todos los pasageros, en sana salud, acudirán á la mesa pública, y decentemente vestidos para sus comidas y repastos.

36o.—A las once de la noche se apagarán todas las luces; y despues de esa hora á nadie se surtirá de vinos, espiritus, &c., ni se llamará á los sirvientes, á no ser encaso de indisposicion en la salud. En los dormitorios no se permitirán luces exceptuando las que se reservan en las clavadas linternas.

37o.—Cada ocho dias se mudarán las sábanas y almohadas de las camas en viajes dilatados, y diariamente se dará á cada pasagero una toalla límpia.

38o.—De la parte de afuera de los camarotes no se consentira que dejen vestidos, ni chinelas.

39o.—Ni en los Salones, ni en los camarotes, ni en el Alcazar se permitirá, fumar. En la Cubierta alta, delante del caño de la chimenea hay espacio suficiente para tal intento destinado.

40o.—Durante el Domingo, en todas las partes del barco estan prohibidos todos los juegos de suerte.

41o.—Todos los Despenseros y sirvientes, sea la que fuere su clase, han de presentarse limpios y decentemente aseados so pena de ser despedidos.

42o.—En los Domingos, permitiéndolo el temporal, el Capitan leerá el servicio divino.

43º.—No se permitirá bagage pesado en los camarotes. Se ruega á los pasageros que, para su uso durante el viaje, elijan cofres, maletas ó cajas de tamaño moderado y fáciles de mover. El bagage pesado se pondrá en el aposento propio para el efecto, al cual pueden acudir, en horas oportunas, cuando hubieren menester.

44º.—En el caso de quebrantamiento de estas neglas ó en los de negligencia, desatencion, ó falta de decencia, ó de cualquier otro motivo de descontento, se ruega á los pasageros que dén de ello sin dilacion noticia al comandante, plenamente autorizado para obrar como convenga en tales circumstancias.

Por Orden de la Junta de Directores,

E. CHAPPELL, Secº.

55, Moorgate Street, London,
Julio, dia 1º. *de* 1845.

PRICES OF

Wines, Spirits, Malt Liquors, &c.

On board the Ships.

Port.....	Quarts 3*s.*	Hock	Quarts 4*s.*
Sherry ..	Pints..1*s.* 6*d.*		Pints..2*s.*
	½ Pints .. 9*d.*	Moselle ..	Quarts 3*s.*
Madeira ..	Quarts 4*s.*		Pints 1*s.* 6*d.*
	Pints..2*s.*	Sauterne ..	Quarts 3*s.*
	½ Pints 1*s.*		Pints 1*s.* 6*d.*
Claret	Quarts 4*s.*	Spirits	Pints..2*s.*
	Pints..2*s.*		Glass..6*d.*
Champagne	Quarts 4*s.*	Ale and	Quarts..1*s.*
	Pints..2*s.*	Porter....	Pints..6*d.*

Glass of Port, Sherry, or Madeira, 4*d.*

CARGO.

A limited quantity of GOODS can now be forwarded through the Agents of the Company,

From ENGLAND *to*

BARBADOES,	TRINIDAD,	ST. THOMAS,
DEMERARA,	JAMAICA,	BERMUDA.
GRENADA,		

To ENGLAND *from*

JAMAICA,	BERMUDA,	HAVANA,
ST. JAGO de CUBA	TAMPICO,	NASSAU,
ST. THOMAS,	VERA CRUZ,	FAYAL.

And INTERCOLONIALLY *between*

BARBADOES,	TRINIDAD,	BERMUDA,
DEMERARA,	ST. THOMAS,	NASSAU.
GRENADA,	JAMAICA,	

And *to* these Places, *from* HAVANA, ST. JAGO de CUBA, and other Foreign Ports; but Cargo cannot be carried *to* Foreign Ports, ST. THOMAS excepted, but by special permission.

☞ *Boxes, Packages, and Parcels will be taken for all the British West India Colonies and for St. Thomas.*

They should be delivered at the London Office on or before NOON of the 14th and 28th of each Month; after which they must be sent down to Mr. GEORGE DUNLOP, Southampton, who will put them on board at Shippers' expense

PERIODICAL PUBLICATIONS, with the covers *open at both ends*, and PATTERNS or SAMPLES, will be taken for all parts; and they can be booked in the London Office until 2 o'clock on the day previous to the sailing of the Packet.

The following Charges include Carriage from the London Office to Southampton, Entry, Shipping, Freight, and Landing in the West Indies, but not Insurance.

One Cubic Foot, and under . . .	7s. 6d. per Package.
Above One to Three Cubic Feet inclusive	15s. ,,
Above Three Cubic Feet	5s. per Foot.
Quarterly Publications and Pamphlets .	2s. each.
Monthly Publications	1s. ,,

Intercolonial Scale for Parcels and Packages One-fifth less than the Transatlantic Scale.

RATES OF FREIGHT.

OUTWARD FREIGHT, *to be Prepaid.*

For Measurement Goods, £5 per Ton, or 2s. 6d. per Cubic Foot, with 5 per Cent. primage. Provisions and Heavy Goods, £4 per Ton weight, and 5 per Cent. primage: to be charged by weight or measurement at option of the Company. Machinery as per agreement. Cinnamon, 1d. per lb.

Quicksilver, 2 per Cent. on value.

All Goods to be put on board at Southampton, at Shippers' expense. Shipping Notes must be obtained of Mr. GEORGE DUNLOP, the Company's Shipping Agent, at Southampton.

No Bills of Lading given for less Freight than One Guinea.

HORSES, CATTLE, and SHEEP

Can be Shipped at the following rates :—

Horse or Ox to the West Indies . . .	£30 each.
,, ,, Mexico or S. American Ports	40 ,,
Sheep to West Indies	5 ,,
,, Bermuda, Nassau, Mexican, or South American Ports . . .	6 ,,
,, Madeira	4 ,,

The Company provides Stalls, Fodder, Water, &c. but is not responsible for any accidental injury or loss.

Shipping and Landing Charges to be defrayed by Shippers.

HOMEWARD FREIGHT, *payable in England.*

	per Cent.
SPECIE.—Any distance exceeding 2,500 miles, and deliverable at the Bank of England	$1\frac{1}{8}$
PLATINA, ditto ditto . . . on value	$1\frac{1}{8}$
PEARLS, EMERALDS, and all other PRECIOUS STONES, unset, being exempt from duty, deliverable at the Bank of England . . . . . on value	$1\frac{5}{8}$
JEWELLERY, subject to duty, deliverable at Southampton . . . . . on value	2
Coffee, Pimento, Cocoa and Ginger . .	£5 per ton weight.
Sarsaparilla and other Drugs	$1\frac{1}{2}$d. per lb.
Cochineal, Indigo, Gums, and Bees' Wax	1d. per lb.
Pines, Oranges, or other Green Fruits, packed in Hampers, Barrels, or Boxes	£5 per ton measurement of 40 Cubic Feet.
Cigars and Leaf Tobacco . . .	£5 per ditto ditto.
Measurement Goods	3s. 6d. per cubic foot.
Turtle, on the quantity landed alive at Southampton; but the Company not liable for losses by death or disaster	£1 5s. per cwt.

Five per Cent. Primage to be paid on all Homeward Freight, except for Specie, Jewellery, Platina, and Precious Stones.

Small parcels of Succades, Arrow Root, &c. charged at the present rate for Parcels and Packages.

No package of Specie, Platina, Pearls, Precious Stones, or Jewellery, to be conveyed at a less charge than Five Dollars.

INTERCOLONIAL FREIGHT (GOODS), *payable at the Port of Delivery.*

£2 10s. per Ton weight, or 5s. per barrel for Heavy Goods, and £3 10s. per Ton for Measurement Goods.

SPECIE.—Exceeding 2,500 miles, 1 per Cent.

Exceeding 1,000 miles, and not above 2,500 miles, $\frac{3}{4}$ per Cent.

Not exceeding 1,000 miles, $\frac{1}{2}$ per Cent.

JEWELLERY—Not exceeding 1,500 miles, $1\frac{1}{2}$ per cent.; over 1,500 miles, 2 per cent.

No sums under 5,000 dollars are to be conveyed, however short the distance, at a lower rate than $\frac{1}{2}$ per Cent.; but when large amounts are to be remitted to places within 800 miles, the rate will be $\frac{1}{4}$ per Cent. and no Package is to be taken at a less freight than 5 dollars. The tables of routes to determine the distance. The lowest rate of Freight for Specie conveyed to Jamaica from the Spanish Main, is to be $\frac{1}{2}$ per Cent.

Specie, Packages, and Parcels, as heretofore, to be prepaid at the Port of Shipment.

Preference always to be given to Transatlantic over Intercolonial Cargo.

Sugar, Molasses, Cotton, and Spirits not to be shipped.

Goods and Packages arriving from places abroad will be lodged in the Custom House, Southampton; and in the West Indies with the Company's Agents, whence they will have to be retired by the parties to whom they may be addressed; or at Southampton the Company's Shipping Agent, Mr. G. DUNLOP, will clear and forward them, if commissioned to do so by the Consignees, at their expense.

By order of the Court of Directors,

EDWARD CHAPPELL, *Secretary.*

POSTAL TABLE.

PLACES.	Mails of the 2nd.	Mails of the 17th.	Postage, under ½ ounce. s.	d.	Time out. days.	Time for Replies. days.	Time home. days.	Course of Post. days.
Antigua	1	1	1	0	25½	15	24½	65
Barbadoes	1	1	1	0	21	15	29	65*a*
Bermuda	—	1	1	0	32	30	18	80*b*
Carthagena	1	1	*2	3	32¼	9¾	38	80
Chagres	1	1	*1	0	34	5	41	80
Demerara	1	1	1	0	26¼	7¼	31½	65
Dominica	1	1	1	0	24¾	15	25¼	65
Grenada	1	1	1	0	23	15	27	50
Guadaloupe	1	1	*1	5	25	15	25	65
Havana	1	—	*2	3	35¼	4	25¼	65*c*
Honduras	1	—	1	0	46¼	2	46¾	95
Jacmel	1	1	*1	5	27¼	12	25¼	65
Jamaica	1	1	1	2	28¾	8	28¼	65*d*
La Guayra	1	1	*1	0	27	6	32	65
Martinique	1	1	*1	5	25	15	25	65
Madeira	1	1	*1	10	7	—	—	—
Montserrat	1	1	1	0	25¾	15	24¼	65
Nassau	1	1	1	0	41¼	1	22¼	65*e*
Nevis	1	1	1	0	26	15	24	65
Porto Cabello	1	1	1	0	28	2	35	65
Porto Rico	1	1	*1	5	30	13	22	65
St. Jago de Cuba	1	1	*2	3	31	2	32	65
St. Kitt's	1	1	1	0	26	15	24	65
St. Lucia	1	1	1	0	24	15	26	65
St. Thomas	1	1	*1	5	27	15	23	50*f*
St. Vincent	1	1	1	0	23¾	15	26¼	65
Santa Martha	1	1	*2	3	31½	11¼	37¼	80
Nicaragua	—	1	*2	3	36	1	43	80
Tampico	1	—	*2	3	47	5	43	95
Tobago	1	1	1	0	23¾	12	29¼	65
Tortola	1	1	1	0	27	15	23	65
Trinidad	1	1	1	0	25½	9	30½	65
Vera Cruz	1	—	*2	3	42¾	17½	34¾	95

* Postage must be prepaid.

a Bridgetown can correspond 15 days earlier.

b St. George's can correspond 30 days earlier.

c 2nd only for Mails. Passengers can go *via* St. Thomas and Bermuda 40½ days from England.

d Town of Kingston, 1*s.* postage.

e 2nd *via* Havana with Mails. Passengers can also go on 17th, *via* Bermuda.

f St. Thomas (town) can correspond 15 days earlier.

RAILWAY TRAINS, STEAMERS, &c.

Railway trains from London for Southampton, start at 7, 9, 11, 12, A.M., and 1, 3, 5, and 8½, P.M., and arrive at Southampton from London, at 20 minutes past 10, 12½, 5, 2, A.M.; and 4½, 6, 8½, 57 minutes past 11, P.M.

Railway trains start from Southampton for London, at 2, 7, 9, 11, A.M., and 1, 3, and 6, P.M.; Sundays at 2, 10, 5.

Fares—first class, 20s.; second class, 14s. At 11, A.M. and 3, P.M. 21s.;—no second class train at these hours.

There are repeated communications between Southampton and the Isle of Wight during the day, and also with Portsmouth, by steam boats.

With HAVRE three times a week, calling at Portsmouth one hour and a quarter after leaving Southampton, and performing the passage from thence in ten hours.

Fares—Main Cabin, 21s.; Fore Cabin, 14s.; Carriages, £3; Horses, £3; Dogs, 5s.

First class steamers, from Havre to Rouen, daily in six hours. Railway from Rouen to Paris at 6, 8½, 11, 1, 3, and 6 o'clock. Ditto from Paris to Rouen at 7, 9, 11, 1, 3, and 5 o'clock.

Fares—first class, 13s.; second class, 10s. 6d.; third class, 8s.

For GUERNSEY and JERSEY, every Tuesday, Thursday, and Friday evening at 7 o'clock, returning from the islands every Monday, Thursday, and Saturday.

Fares—Main Cabin, 25s.; Second Cabin, 18s.; Carriages, £3; Horses, £3; Dogs, 5s.

St. Malo and Granville from Jersey—Main Cabin, 10s.; Fore Cabin, 7s.

The steamer will leave Jersey for St. Malo every Wednesday, after the arrival of the steamer from Southampton, returning on the following day; also to Granville every Friday, returning every Saturday. Fares from Guernsey to Jersey—Main Cabin, 4s.; Fore Cabin.; 2s. 6d.

Steam vessels maintain a direct communication between Southampton, Falmouth, Plymouth and Dublin, without calling at any intermediate ports, and sail from Southampton, every Thursday, at 3 o'clock in the afternoon; to

Southampton from Dublin every Wednesday; Ditto from Falmouth, every Friday, 8 o'clock morning; Ditto from Plymouth, every Friday, 4 o'clock afternoon.

Fares—Southampton to Plymouth, 25s.; to Falmouth, 35s.; to Dublin, 37s. 6d.; in best Cabin, including steward's fees.

Conveyances and Fares to and from the Terminus to all parts of Southampton.

Flys, (one horse,) luggage included, to the Pier, and all below the Bar, 1s. To any part above Bar, or within the boundaries of the town, 1s. 6d. To Highfield and Portswood, 2s. 6d. Two-horse Flys, sixpence extra.

Barrowmen and Porters, to the Pier, and all below the Market, 1s. To above the Market and within the Bar, 1s. 6d. To above the Bar and within the Turnpike, 2s. Double Barrows or Trucks, sixpence extra.

Omnibuses, to any Hotel, and all parts of the town, 6d. each person; except to and from the Mail Trains, 1s. each.

COACHES.

To Portsmouth, daily, at Twelve o'clock, Two o'clock, and half-past Five.

To Poole, at half-past Five, and Twelve at night.

To Lymington, at Six in the morning, and half-past Five in the evening.

To Weymouth *(Magnet)* at half-past Eleven.

To Exeter, at half-past Eleven, and Nine in the evening.

To Bath and Bristol *(Mail)* at half-past Nine at night, through Romsey, Salisbury, Warminster, and Frome.

To Brighton *(Mail)* every morning at Ten.

To Oxford, mornings at Ten, through Newbury.

NOTE.—We have seen an invention, at Messrs. Maynard and Harris's, 27, Poultry, admirably contrived for Travelling, a light Iron Bedstead is ingeniously introduced into the back of one of a pair of Trunks, occupying only two inches of space and we are told that it adds no more than 10lbs. to the weight.—*See their Advertisment.*

THE

WEST INDIA GUIDE,

&c. &c.

Parties intending to proceed by the Royal Mail Steamers, are recommended to apply, either by letter, addressed to Captain Chappell, Secretary, or personally, at the office of the Company, 55, Moorgate Street, London, a month, or at least a fortnight previously. This early application is recommended, as a choice of berths can then be made, which will materially conduce to the comfort of the passenger during the voyage. The berths in these steamers are fitted up with every attention to comfort. Each after-cabin passenger has a separate cabin, which contains, besides the bed, a chest of drawers, wash-hand stand, &c., and is large enough also to contain any personal luggage the passenger may require during the voyage. There are also cabins in the fore part of the ship with two beds in each, which can be had at lower terms; they are, however, fitted up in exactly the same style as the other cabins, and the occupation of one of these does not in the least affect the respect paid to the passenger, or his position at the general table in the saloon. All heavy luggage is stowed below deck; but access can be had to it at seasonable times, on application to the Captain or Ship's Clerk.

The berth is not considered engaged until the whole fare is paid. The ticket then issued specifies the number of the berth, and secures it to the passenger during the voyage. Heavy baggage should be at Southampton two clear days before the sailing of the ships; and in that case should leave London on the 14th and 29th of each month, addressed to the care of Mr. G. Dunlop, No. 2, Winkle Street, Southampton, the Company's Agent. For this purpose passengers will be saved much trouble on either leaving their baggage with Messrs. Chaplin and Horne, Hambro' Wharf, London, or advising those gentlemen where to send their waggons for it. By them it will be conveyed to Southampton, and delivered at the Docks to Mr. Dunlop for shipment; and in this manner it will be put on board at less expense to passengers than in any other way. All packages intended for use on the voyage should be distinctly marked so, and in advising Mr. Dunlop of their dispatch, the numbers of the berths engaged should be stated, in which case due care will be taken that the packages are placed in the proper berths.

Passengers may leave London by the train from Vauxhall at five p.m. of the day previous to the sailing of the ship; and on arriving at the Southampton station at half-past eight, p.m. they will find omnibuses and flys to convey them to any hotel in town. There is also a train at half-past eight, p.m., arriving at midnight; but passengers coming by this train should write the day previous to the hotels to secure beds.

Passengers, their baggage having been previously forwarded, will be in time by the train that leaves Vauxhall at seven or nine a.m. on the day the ship

sails; but, as any casualty to these trains might prevent them reaching in time for the Company's small steamer *Victoria*,—which conveys passengers and any small article of personal luggage, *free*, from the dock to the ship, at *ten minutes to one o'clock* on the day of sailing,—the previous evening trains are recommended.

As the large steamers are moored about five miles below the town, to expedite the dispatch of the mails, passengers are strongly recommended to be in time for the *Victoria;* but if too late, they must hire a boat which will cost three shillings each person, at the least.

Passengers arriving from France and proceeding by the West India steamers, were formerly permitted to tranship their baggage from one steamer to the other without examination; but in consequence of the large number of letters taken out in this way to the injury of the Post Office revenue, all foreign baggage must now undergo a partial examination by an officer, at the passenger's expense, and for this purpose application should be made to Mr. Dunlop immediately on the passenger arriving from the continent.

There are several commodious hotels adjoining the quay and custom-house, such as the "Royal George," "Sun," and "Castle," as well as the "Royal Hotel" (Matcham), the "Dolphin," the "Star," and "Radley's New Hotel," near the railway terminus, where families residing at Southampton for any time will find superior accommodation.

The large steamer having received her mails and passengers, about three p.m. proceeds direct to Madeira, and thence to Barbadoes, &c.

AT SEA,

THE ship has left the land "tight, staunch, and strong." Probably it is winter, and the westerly winds drive in from the wide Atlantic the long swell of deep-blue water; and the ship, as she breasts these heaving billows, groans and creaks through the whole of her mighty frame. Every one reels and totters,—there is no rest on deck,—to bed with the sick. Discomfort prevails; and many times do some lament they had ever come on board. Every sense is offended, and tempers are sorely tried.

So it is another day and another night, and the Bay of Biscay has many a heavy heart on its "still-vexed" bosom.

But will you not try to come on deck? Although the sea is yet rough, the morning is fine and beautiful; you will see something well worth your attention. Do come: struggle with your sickness:—half of it is because you yield to it. Turn your thoughts from your own discomfort by looking on something to interest you. Wrap up well—don't mind appearances.

Now we are on deck; you are not the first to get out. See that Spanish lady with red handkerchief over her hair and shawl on her shoulders, how she claps her hands and shouts with joy at the "mountainous" waves. And are they not magnificent!—not like the waves in the channel, discoloured, and broken, and fretted by the many obstructions,—these are each a long, deep-blue line or ridge of massive water, coming on without break or partition in their irresistible force, swooping down as if to engulph us;

but be not afraid. Pause one moment and you will see how art triumphs. Steady your feet, and let us watch this third wave,—it is the largest. Now it comes looking with its top curved as if it would surely swallow us in its briny gulph. How majestic and irresistible in its course is this high ridge of measureless water. But fear not, already you perceive we rise to meet it, and now it comes bearing the heavy ship high on its bosom, and, swelling up to near the nettings at our feet, gradually subsides and recedes at the other side, to rise again in its turn. And the ship glides on, faster than before, in the trough left by the receding wave.

Now let us stand as far aft as we can, even to the taffrail, and looking forward to the very bowsprit, mark the long, beautiful line of the deck. There is no poop or quarter-deck to break the even lines or seams, that carry your eye to the very bows. Note how gracefully the noble ship dallies and bends to the surge—like a coy bride, fearing, though anxious for her lover's approach. She bends and sways with easy, graceful motion, and nobly rides over all without allowing a drop of green water to suffuse her deck. How beautiful a machine is this magnificent ship, and how like a god is man who can create such a machine, so complete, so perfectly applicable to his purposes !

Aye, for a time you had lost your sickness in your wonder; and is not a scene like this worth coming out to see ? Stay-at-home travellers may sit and imagine other scenes, but no imagination can reach reality here.

Another night, and we have reached the latitude of Lisbon. What a delicious change in the weather

and in our feelings! The weather, that had been squally with snow and sleet, is now genial and warm, and the sun shines out with gladness. It seems as though during the night we had passed into another hemisphere, so complete is the change. No fires are needed in the saloons now; cloaks are discarded, and crowds of passengers are on the deck whom we had not seen before.

All are trying to walk the seams; and the Spanish lady as she attempts and fails, shouts with laughter, and her clear, brilliant voice rings out high over all. Now you can with more comfort admire the waves; you have already almost "got your sea-legs on," and can walk without danger of falling. And notice the sea-birds as they fly past, or accompany the ship, how graceful are their movements.

What is it you ask? "When will dinner be ready?" You have got your appetite then? Ah, you now can know the delight of the senses, for they have lain dormant for days.

The dinner! Never did alderman know the true relish, the ravishment of eating, who has not been a voyage across "the Bay," and, after three days' sickness, sat down with reinvigorated appetite to a dinner fit for a lord mayor. This haunch of mutton, the steward says, has hung over the ship's rail fifteen days; it is roasted to a turn—how delicious it eats. Every one is busy.

After dinner comes the dessert, and the toasts of "the Captain," and "the Directors, and success to their undertaking," are received with acclamation. And yet another toast, which our happy-looking friend yonder has risen to propose. Ah, "the ladies!" how is it we had forgotten them? He

notes the neglect and claims his privilege, as an Irishman, to be their proposer.

Refreshed and invigorated after dinner, we are again on deck, and the sea is becoming more and more smooth, the air more warm, and the moon, though young, is shedding a bright lustre on all around. See how high above us she is, almost to the zenith,—so high, that she scarce casts our shadows on the deck. Singing! Yes, that clear joyous voice of the Spanish lady again fills the ear. She sings some of Bellini's sweet and tender songs. And now another and another: men's voices, these chime in. How delicious, in this clear fresh air, —with our senses not only returned, but returned with renewed enjoyment and keener relish,—is this evening song, the song of the happy heart and pensive feeling.

What a beautiful world is this, if we could always enjoy it thus!

MADEIRA.

On leaving Southampton the steamers proceed direct to Madeira, which is reached in six or seven days; the distance is about 1280 miles.

The land when first seen—it may be the first sight of foreign land to many of the passengers—seems a huge black castle rising directly out of the sea, with its walls dilapidated, and its turrets and towers in demolition; but as the steamer gracefully rounds the eastern point of land, the scene is strikingly beautiful.

"The eye paused," says a writer in the Monthly Repository of 1834, "fascinated, as it rose upwards from the town and took in the white dwellings, fairy temples, elfin cottages, and sprite cells, that sat upon the mountain side; so small, so elegant, so airy, did they all appear: the builders must have been workmen from the world of spirits; they were the houses of Lilliput. It was the hugeness of the mountain which, to my unaccustomed sense, gave to the buildings those diminutive and fairy-like proportions; and the trees, too, belonged to Oberon's own forest; and the shrubs were of Titania's garden. There, upon a turning ridge in the hill, one stood out against the light, and yet preserved its Lilliputianism; another, nestled in a hollow, was the snug retreat of some six-inch sage, shut out from the world. And everywhere the green, gliding off into brown and deeper shades or brighter hues, told spring, summer, and autumn had their home there, together and for ever. Craving still, and feeding

still unsated, the gaze was called to a hundred points of beauty and fascination in a moment, and revelled bewilderingly on all; till, taking in the whole of the grandeur, and magnificence, and fairiness, of the uptowering and outlaid bulk of the mountain, the soul said—'*This is sublime.*'

"Nor was the town of Funchal without its novelty. Houses all so un-English; all white, steeples and turrets shooting up above the flat roofs, and all silently smiling under the sun's light; the boats with their high pointing sterns and gaudily coloured bows, a big eye looking out of each, or a bunch of flowers on each side washed by the spray, as they lay wobbling near the surfy beach; the men *standing* to row, with their faces to the boat's stern. And that genial richness of the climate, the temperature, was alone sufficient to satisfy and repay every excited fancy or previous discomfort. Midsummer voluptuousness was in the air; and a few days before I had been shivering in the snow and sleet. Here all was glow and free elasticity: no buttoning up, no muffling of the body to exclude the cold blast and the snow, but jacket discarded, and neck bared to taste fully the fanning breeze through the sun's heat. 'People ought to be happy here,' I thought."

"I should think," remarks another writer, author of "Six Months in the West Indies," and of whom we shall have to borrow as we proceed, "I should think the situation of Madeira the most enviable in the whole earth. It ensures almost every European comfort, together with almost every tropical luxury. Any degree of temperature may be enjoyed between Funchal and the Ice House. The seasons are the youth, maturity, and old age of a never-ending still-

beginning spring. Here I found what I use to suppose peculiar to the Garden of Eden:—

> Blossoms and fruits at once of golden hue
> Appeared, with gay enamelled colours mix'd.

The myrtle, the geranium, the rose, and the violet, grow on the right hand and on the left, in the boon prodigality of primitive nature. The geranium, in particular, is so common, that the honey of the bees becomes like a jelly of that flower."

The steamer proceeds to Funchal, the capital, seated on the south of the island. The shores are so rocky and precipitous, that the steamers do not anchor, but go close in, to land and receive passengers and mails, and to coal if requisite.

Passengers are landed by shore-boats, which are both safe and commodious, and are managed with great expertness by the boatmen. There is no regulated charge for landing, but agreements should be made with the boatmen by the passengers: the price being from one shilling to three or four dollars each passenger, according to the distance and weather.

The Portuguese government has lately permitted passengers to land their baggage duty free, a bond or engagement being given by the importer to re-ship it after one or two years, or then pay the island duty. This must be a very great convenience, as many articles of luxury or comfort have heretofore been charged with heavy customs' duties.

English gold and silver are current here, as are also Spanish dollars and their parts. There are no banks; passengers, therefore, should supply themselves with Spanish dollars, English gold, or letters of credit on merchants in the island, of whom several are English.

There is one good hotel and several respectable boarding-houses; furnished houses may also be had at a rent varying according to size and conveniences, from three hundred to one thousand dollars (£60 to £100), for six months. The charge in the boarding-houses is from forty to fifty dollars per month. There is good water in the island, and an abundance of fish and vegetables. Families going to Madeira, with the intention of taking a furnished house, are recommended to take their own house linen and plate, and, if for an invalid, an arm chair.

The island does not admit of any wheel carriages being used. The modes of conveyance are on horseback or in palankeens and hammocks; the price of hire for the latter, with two men, is about half a dollar per hour. Good saddle-horses are to be had on hire, at very moderate charges, by the hour, day, or month.

The prevailing religion is the Roman Catholic; but there is an Episcopal chapel and a Presbyterian place of worship. There are some Portuguese schools supported by Government.

A club, called the Funchalense, with reading, card, and billiard-rooms, is much frequented. Admission is obtained through the introduction of members. Balls are given by the club six times in the year.

Madeira is not considered a colony of Portugal, but a province of that kingdom, and sends two deputies to the Cortes at Lisbon.

It is now necessary for parties to take a passport on visiting the island, which is to be obtained of Mr. Vanzeller, Portuguese Consul General, 15, St. Mary Axe, at the cost of five shillings each; or at

Southampton, of Mr. Priaulx, at the cost of ten shillings each. Parties must be introduced. They must provide themselves also with a passport on leaving Madeira, which is obtained of the British Consul, George Stoddart, Esq., at the expense of four dollars, sixty cents (£1 sterling), for either an individual or family, and without personal attendance.

Besides the West India steamers, there are also sailing vessels that are fitted for passengers to and from London and Madeira. The charge by these is about the same as by the steamers. The West India steamers do not call at Madeira coming home, but last year the Royal Tar steamer was sent out about the beginning of June, to bring home such as desired to return to England. She made two trips from Madeira to Gibraltar, delivering her passengers to the Peninsular steamers there, and one trip direct home.

There are several English physicians, residents in the island; of these Doctors Renton, Ross, Broughton and M'Kellar are the most eminent.

Sir James Clark, Bart., in his valuable work "On the Sanative Influence of Climate," has written fully on the beneficial effects of the climate of Madeira, particularly on those who are liable to pulmonary consumption. He writes:—"Madeira has been long held in high estimation for the mildness and equability of its climate, and we shall find on comparing this with the climate of the most favoured situations on the continent of Europe, that the character is well founded.

"The mean annual temperature of Funchal is 64°, being about 5° only above that of the Italian and Provençal climates. This very moderate mean tem-

perature arises from the summer at Madeira being proportionally cool. For, while the winter is 20° warmer than at London, the *summer* is only 7° warmer; and while the winter is 12° warmer than in Italy and Provençe, the summer is nearly 5° *cooler*. The mean annual range of temperature is only 14°, being less than half the range of Rome, Pisa, Naples, and Nice."

Nearly the same quantity of rain falls annually at Madeira as at Rome and Florènce, but at Madeira there are only 73 days on which any rain falls, while at Rome there are 117. The rain at Madeira falls at particular seasons, chiefly in the autumn, leaving the atmosphere in general dry and clear during the remainder of the year.

From this comparative view of the climate of Madeira, it must be readily perceived, how great the advantages are which this island presents to certain invalids over the best climates on the continent of Europe. It is warmer during the winter and cooler during the summer; there is less difference between the temperature of the day and night, between one season and another, and between successive days; it is almost exempt from keen, cold winds, and enjoys a general steadiness of weather to which the best of these places are strangers.

Sir J. Clark is also of opinion that a sea-voyage is generally beneficial in the early stage of consumption. The sickness and vomiting are highly useful in many cases, and the increasing motion of a ship, by the constant exercise it produces, is also very advantageous. He quotes Dr. Heineken, who himself resided at Madeira in consequence of a pulmonary complaint, on the great benefit that the pulmonary

invalid would receive by a residence during the whole year in Madeira. Dr. Heineken found that he rather retrograded during winter, but always gained ground during the summer. "Could I enjoy for a few years," he observes, "a perpetual Madeira summer, I should confidently anticipate the most beneficial results." He also recommends such patients, of which he was one, to pass the winter in the West Indies and the summer at Madeira. This can now be done with comfort and regularity by means of the West India steamers that call every fortnight, all the year through, at Madeira, on their way to the West Indies, Mexico, &c.

The vine was first introduced from Crete in 1421. The Wines of Madeira have been in more repute in England than they now are. Sherry wine has, in a great measure, superseded them. This arose from the adulteration practised in the preparation of Madeira wines. It is difficult, however, to imagine that adulteration was ever practised to a greater extent upon Madeira, than it is now practised on Sherry. It is not, therefore, improbable that a reaction may take place in favour of Madeira.

The quantity entered for home consumption in Great Britain in 1827, amounted to 308,295 gallons, whereas the quantity entered for home consumption in 1833, only amounted to 161,042 gallons; and the duty paid in 1843 was only on 69,906 gallons, and in 1842 on 51,513 gallons, showing, however, an encrease in 1843 over 1842 of 17,393 gallons.

Each vineyard is divided by a walk about two yards wide, bounded by low stone walls. Along these walks, arched over with laths about seven feet high, they erect wooden pillars at equal distances to support

a lattice-work of bamboos, which slopes down from both sides of the walk till it is only two feet high. The vines are in this manner supported from the ground, and the workmen have room to root out the weeds between them. In the season of the vintage, they crawl under the lattice-work, gather the grapes and lay them in baskets. It is this mode of keeping and drying the grapes in the shade, that gives the Madeira wines that fulness and richness of flavour which they possess.

Malmsey, a very luscious species of the Madeira, is made from grapes grown on rocky grounds, exposed to the full influence of the sun's rays, and allowed to remain on the vine till they are over-ripe.

THE ATLANTIC.

At Madeira a few hours suffice to exchange the mails and passengers, and the noble ship is again cleaving her way to the New World.

To those passengers who for the first time have attempted a long sea voyage, the strangeness of the sailor's life has now become pleasurable. The air is balmy, the pulse quickens, the spirits are alive to all things with a keener relish. Meals, that before were turned from with loathing, are sought with anticipated pleasure; every sense is joy. Each passenger finds his fellow-passenger more agreeable as the cold conventionalisms of the world fall off.

And then what fresh interest in all around!—the deep, the air, the sky.

Those denizens of the water, how beautifully free and exquisitely graceful are their glad movements, as they play across the bows of the ship! What a suitable "habitation" have they—

> ——Marvellously plann'd
> For life to occupy in love and rest.

How fresh the morning breeze; how gorgeous the setting sun, and serene the coming on of evening mild, when stars—more bright than those that shine in our cloudy sky—send down their piercing rays.

Onward ploughs the giant ship. What to her are the winds! She heeds them not. The waves! they are but her highway. Onward she goes,—untiring, unresting, with steady purpose.

What to us, in this noble ship, were the fears, the superstitions, the terrors, of those who accompanied that MAN who first sought, through these waters, the New World. Who, with firm faith, on that eventful third of August, 1492, pushed off his three small ships—one only of which was completely decked—to seek that New World which had for years existed in his thought, and flourished in his imagination.

We are not to be terrified by fancied shrieks in the wind, or of hostile hosts imaged in the clouds. The change in the direction of the compass does not fill us with dread, nor do we suppose that the masses of sea-weed that may compass us around, are sent by spirits of evil to bar our approach.

To us these things are as idle dreams. But they were strong and fearful realities to those lone men in their little ships who first entered these seas. They were realities to all but him whose firmness, decision, and indomitable will led them on, in firm trust in that God whose religion he sought to establish in a world unknown.

"David was once a shepherd," said Columbus, "and I serve the same God who placed him on a throne."

As we draw near Barbadoes, and, in the certainty on the morrow of entering our haven, let us meditate what must have been his thoughts and feelings, when, after many years of contest and delay, and among his superstitious crew, he stood in the noon of night, on his vessel's deck, and for the first time, saw a moving light on shore:—

Chosen of men! 'Twas thine, at noon of night,
First from the prow to hail the glimmering light;
(Emblem of truth divine, whose secret ray
Enters the soul, and makes the darkness day.)
"Pedro! Rodrigo! there, methought it shone!
There—in the west! and now, alas, 'tis gone!—
'Twas all a dream; we gaze and gaze in vain!
But mark and speak not; there it comes again,—
It moves!—what form unseen, what being there
With torch-like lustre fires the murky air?
His instincts, passions, say, how like our own?
Oh! when will day reveal a world unknown?"

Rogers.

CLIMATE,—HEALTH.

It may not be out of place here to add some few remarks on the climate of the West Indies, its influence on invalids, the most favourable season for arrival, and a few precautionary words to travellers from Europe.

It is admitted that at particular seasons the climate in some parts is unhealthy, and from the unfavourable situations of most of the towns, the mortality is great, as in the Havana and Vera Cruz; but there are other parts which can always be resorted to, while in the mountainous districts almost an European climate may be obtained. We would instance the windward islands from Barbadoes to St. Thomas, and the Danish island of Santa Cruz. In these islands the temperature varies but slightly, ranging between 78° F. and 82°, but in the higher parts even 60° has been registered. Throughout these islands little sickness ever prevails, and many persons may be found who have resided there without any ill

effects for forty years. Jamaica is not generally so free from sickness; but this may be accounted for from the numerous shipping, and the irregularity of living in all sea-port towns; for, sickness in the West Indies is owing more to imprudence of living, than to the climate,—a fact that is represented in all medical works treating of tropical diseases. The interior of Jamaica is healthy, and a temperature of 58° is observed in the mountains.

Under these circumstances we are inclined to believe that the climate is not naturally unhealthy; and we trust that the name of West Indies will no longer strike terror into the ear of Europeans.

Its beneficial influence on invalids is a subject which merits considerable attention. Consumption and nervous diseases have yielded to a residence of more or less length in the islands named. Grenada presents every attraction, a fine and unvarying climate, magnificent scenery, and the grand foliage of the tropics. Santa Cruz, one of the finest islands in the West Indies, well cultivated even to the highest lands, presents the picture of a perfect garden. Here, to all the beauties of nature, are added good roads from one end of the island to the other; and the hospitality of the Danish inhabitants, whose habits and feelings much resemble the English, united with comfortable residences, render this one of the most desirable places of resort. Many American invalids frequent this island, and they give most favourable reports of the beneficial influence of its climate.

It is admitted that to enjoy the full benefit of change of climate the patient should make the change in the *early* stage of disease, and stay there

till permanent benefit is obtained. The advantages to be derived from a residence in the tropics are more rapid and lasting than in a climate like the Azores which is humid, and variable in its temperature. And for incipient consumption, a residence in the tropics is more strongly recommended than any other climate. The subject is worthy of deep consideration to those whose dearest hopes and wishes are often frustrated when brightest, and whose feelings in after life would be soothed by the consoling reflection of having saved the life of a husband, wife, or child, by a timely and well-chosen change of residence. The period for arrival is of much moment. The finest season is from October to June, as this interval is free from the torrents which fall in the intermediate time, and then commences what is called the unhealthy season.

The effect of a tropical climate upon Europeans is a subject too lengthy to enter fully upon here, and must be left to medical writers, as it is intimately connected with disease. Speaking generally, the effect of the climate is to produce great perspiration, which, although unpleasant, must not be checked, but rather encouraged. This is done by wearing thin flannel jackets next the skin, and not too light clothing. Attempting to remove the annoyance of the perspiration by checking it has caused many a fever and early death. Indeed, flannel jackets, and light calico drawers should always be worn as under clothing. Old residents know the advantages of this plan, and the safety to be derived from its continuance.

The mode of living should be regular but generous; excess, as also a too abstemious diet, should be avoided. The greatest attention must be paid

to the alimentary secretions, as a disordered state of the bowels is the first indication of tropical disease.

We would impress particularly upon Europeans, that too much attention cannot be paid to these matters; for the constitution undergoes a decided change from the change of climate.

As perspiration is great, it follows that much thirst results. The difficulty now occurs, how is this to be satisfied? All heating drinks must be avoided, as Sherry and Port wine; but light wines may be taken, as Claret, Hock, Sauterne, &c.; and *very weak* brandy and water, which is not unwholesome, but promotes and sustains perspiration. It only remains for us to add, that regularity of living is the grand secret of health, and attention to the foregoing observations will most assuredly preserve it.

Sir James Clark writes thus of the invalid; and his caution may be observed with advantage by all.

"On approaching the tropics, when about the 24th or 25th degree of latitude, where the temperature ranges from 70° to 80°, a degree of general excitement is very often experienced, with a disposition to catarrhal affections, which demands particular attention on the part of the invalid labouring under any chronic pulmonary disease.

"The proper means to prevent any injurious effects from the increase of temperature, is to live somewhat more abstemiously than usual, and upon less exciting food. The quantity of wine generally drunk should be diminished, or it may be advisable to abstain from wine altogether. Long exposure to the direct rays of the sun should also be avoided. Attention to these circumstances, with the use of a little cooling laxative medicine, will generally be all

that is necessary on arriving in the West Indies. For some time afterwards, a continuance of the same simple, unexciting regimen should be persevered in, in order that the system may become habituated to the exciting influence of a high temperature, and until the increased cutaneous secretion, which appears to be one of the principal means employed by nature to enable the living body to bear the heat of a tropical climate without injury, is fully established."

"The Englishman in Jamaica," observes Professor Liebig in his Animal Chemistry, "sees with regret the disappearance of his appetite, previously a source of frequently recurring enjoyment; and he succeeds by the use of cayenne pepper and the most powerful stimulants, in enabling himself to take as much food as he was accustomed to eat at home. But the whole of the carbon thus introduced into the system is not consumed; the temperature of the air is too high, and the oppressive heat does not allow him to increase the number of respirations by active exercise, and thus to proportion the waste to the amount of food taken; disease of some kind, therefore, ensues."

BARBADOES,

Though a low island, may be seen 11 leagues off; and as we draw near through this smooth water, for the first time breaks on our view the luxuriant and everlasting foliage of the tropics.

This island is about the size and height of the Isle of Wight. The estates are said to average 200 acres, and upon each of these there are a number of negro dwelling-houses, the planter's house, and a sugar work; which, uniting with the great varieties of tropical trees and shrubs, form a scene highly picturesque, and give Barbadoes the appearance of a cluster of villages, and a characteristic beauty,—that of finished cultivation and domestic comfort.

Barbadoes is one of the healthiest islands; it is almost entirely free from marshy grounds and from being cultivated throughout, and comparatively level,

it affords more opportunities of exercise than many others.

It is the most easterly of the Caribbee islands, and lies between 59° 50′ and 60° 2′ W. long.: and 12° 56′ and 13° 16′ N. lat. It is about 25 miles from North to South, and 15 from East to West, and contains 107,000 acres of land, the most of which is highly cultivated. It is divided into five districts and eleven parishes. As the seat of Government, it comprises within its jurisdiction Grenada, St. Vincent, and Tobago; each of which, however, retains its separate legislature.

It was probably first discovered by the Portuguese in their voyages from Brazil, and from them it received the name it still retains. It was found without occupants or claimants, having been deserted by the Caribbees; and the Portuguese, regarding it as of little value, left it in the state as when discovered by them. Formal possession was afterwards taken of the island by an English vessel, the crew of which landed there in 1605; and on the spot where James Town was afterwards built, set up a cross with this inscription, "James, King of England, and this island." But no settlement was made until some years afterwards, a grant of the island having been made by King James to the Earl of Marlborough (Lord Ley), and William Deane being appointed his governor, a vessel arrived in 1624, and laid the foundations of James Town, which was the first English settlement in the island. Barbadoes is commonly considered as having also been the first English settlement in the West Indies, but Edwards shows that St. Kitt's came into British possession in 1623.

The 4½ per cent. Crown duties, so long a heavy burden on this and the other colonies obtained by conquest, were thus imposed: after the Restoration, Lord Willoughby, who had been Governor for Lord Carlisle under Charles I., applied to Charles II. to be re-appointed. This the inhabitants opposed, and sought to be placed entirely under the Royal Government. They insisted that Lord Carlisle's patent was void in law, and their case was referred by Charles to a committee of the Privy Council. During the discussions before the Council, an offer having been made by one of the planters to raise a per centage duty on the produce of their estates, on condition that the King should take the sovereignty into his own hands, Charles greedily grasped at the offer; and though the authority of the person who made it was on the very next day denied by the planters, the hope thus raised in the mind of the needy and extravagant monarch, of realizing a revenue of considerable amount, was not speedily to be relinquished. His Council very readily seconded his views; the unfortunate planters had no power to resist. Every art of cajolery and intimidation was used, and the result was the following compromise. The Crown procured the surrender of the Carlisle patent, and engaged to confirm the planters in the legal possession of their estates; in consideration of which, the Assembly of Barbadoes was to grant to the King, his heirs and successors, a permanent and irrevocable revenue of 4½ per cent., to be paid in specie on all dead commodities of the growth of the island, that should be shipped off the same. Out of this the King was to pay one or two claimants, and the Governor's salary, £1,200 per annum. The 4½ per cent. duty was

granted by act of the island passed the 12th of September, 1663. It was repealed on the 10th October, 1838, by the Act 1st and 2nd Victoria, c. 92.

The Council is composed of 12 members. The Governor sits in council even when the Council are sitting in their legislative capacity; a method which in other colonies would be considered as improper and unconstitutional. The Assembly consists of 22, of whom 12 are a quorum. They are elected from the different parishes, and every person electing, or elected, must be a white man, professing the Christian religion, and a free or naturalized subject of Great Britain, having attained the age of 21. He must also possess a certain qualification in land.

The highest land is in the north-eastern quarter, called Scotland, which is hilly and bleak; its greatest elevation is about 1100 feet above the sea.

Scotland has been found to be one of the most healthy situations in the West Indies; and invalid soldiers have been removed to the hospital there with great advantage to their general health. This island is rather cooler—probably because of its being small and level—than the other islands to the northward: the N. E. trade-wind constantly blows over it. Hurricanes, which frequently desolate the other islands, have not visited Barbadoes with any severity since the memorable one of 1780, which laid it waste.

The chief town is called Bridgetown, situate on the north side of Carlisle Bay, upon the S. W. side of the island. It covers an extent of nearly two miles along the shore, and contains about 20,000 inhabitants. It has a cathedral and some handsome houses, but the want of good shop-windows, and the extreme irregularity of the buildings, impart a

meanness of appearance. At the southern extremity of the town is the naval Dock-yard and the garrison of St. Anne's; the barracks of the latter are large and spacious buildings, with covered galleries, fronting a very fine and extensive parade. A small assemblage of houses on the western coast, at about five miles to the northward of Bridgetown, bears the name of Holetown, and is remarkable, as before noted, for being the first settlement of the English, who landed in the neighbourhood, and called their hamlet Jamestown, in honor of the first Stuart.

Speightstown, three and a half miles more to the northward, has a roadstead and wharf.

There is a daily communication between these places; it is a very beautiful excursion, and the wind rarely fails either way. The view from Dover Hill, a fortress and signal station, half a mile from Speightstown, is very interesting. The houses are nearly lost in the foliage of gardens and cane-fields, and the almost painted sky shines in still sky-blue between the slender stems of the thousands of cocoa-nut trees which form a green fence upon the shore. "A cane-field," observes a traveller, "is one of the most beautiful productions that the pen or pencil can possibly describe. It commonly rises from three to eight feet in height; a difference in growth that very strongly marks the difference of soil or the varieties of culture. It is when ripe of a bright and golden yellow; and where obvious to the sun is in many parts very beautifully streaked with red; the top is of a darkish green, but becomes, either from an excess of ripeness or a continuance of drought, of a russet yellow, with long and narrow leaves depending, from the centre of which shoots up an arrow-like and

silver wand, from two to six feet in height, and from the summit of which grows out a plume of white feathers, which are delicately tinged with a lilac dye."

The steamer comes within a mile of the shore. The cost of landing by shore boats is from one dollar to one and a half. Passengers do not require to bring passports; nor is their luggage examined with any great strictness.

There are several hotels of respectability, whose charges are not so moderate as in other islands, but the accommodations are excellent. Poultry is good and abundant; as are also meat and vegetables.

The roads over the island are excellent, and the views rich in the extreme. Horse and carriage hire are moderate. Bathing-houses are numerous along the sea-shore, and the charges very low.

There are two literary societies in the town, which consist of all the leading persons in the colony, have good libraries, and give good dinners four times a year. There is also an agricultural society, and one or two commercial rooms.

There are several schools in the island under the superintendence of the Established clergy, Church Missionary Society, and Wesleyans. The total number of scholars in 1841, in public or free schools, was 7,068, male and female; these were chiefly supported by parochial grants and a bequest by the colony. In 1842, the total number of scholars was 3,486, but in this return the Sunday scholars were not given.

Codrington College is romantically situated on the borders of Barbadian Scotland, fourteen miles from Bridgetown; a steep cliff rises on one side of it, from the foot of which an avenue of magnificent

cabbage-trees leads up to the lawn in front of the building; and on the other side the ground gradually slopes away to some small rocks over the sea. This college was founded and liberally endowed by Colonel Codrington; and two sugar estates have been also bequeathed to the Society for the propagation of the Gospel in support of the college, and for a school attached to it; and here young men have not only the benefit of a university education, but receive orders, and are allowed to exercise their pastoral functions throughout the Leeward islands. There are 12 exhibitions on the foundation. It is also intended to appropriate this seminary for the reception and instruction of catechists. Upon the estates of the college there is a chapel, a school, and an hospital, almost exclusively for the use of the negroes.

Population.

1841.....	120,500	1842.....	Incomplete.

	Baptisms.	Marriages.	Burials.
1841.....	4,475	782	1,652
1842.....	5,472	1,092	1,634

Militia.

1841.....	1,446 men.	1842.....	1,124 men.

Shipping.

Inwards.	Ships.	Tons.	Men.	Outwards.	Ships.	Tons.	Men.
1841 ..	738	78,301	5,648	1841 ..	742	80,800	5,792
1842 ..	772	81,049	5,987	1842 ..	739	80,212	5,741

Wages of Labourers.

		£	s.	d.		£	s.	d.
Domestic, per month....	1841	1	13	4	1842	1	13	4
Predial, per day.....	,,	0	1	3	,,	0	1	3
Trades ,, ...	,,	0	2	6	,,	0	2	6

Prices of Provisions.

Sterling Prices.	£	s.	d.		£	s.	d.
Wheaten Bread, per lb... 1841	0	0	5	1842	0	0	5
Beef ..... ,, .. ,,	0	1	0	,,	0	1	0
Mutton ..... ,, .. ,,	0	1	3	,,	0	1	3
Pork ..... ,, .. ,,	0	0	10	,,	0	0	10
Rice .....per cwt. ,,	0	18	9	,,	0	18	9
Coffee..... ,, .. ,,	5	0	0	,,	5	0	0
Tea.....per lb. ,,	0	6	8	,,	0	6	8
Sugar.....per cwt. ,,	1	10	0	,,	1	10	0

Course of Exchange, 1841 and 1842—Fluctuating from £152 10s. to £160.

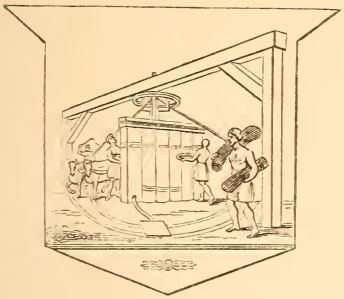
Declared value of Imports and Exports in 1840 was—

Imports..£599,139 0 0 Exports..£344,297 0 0

Proportion of Compensation, paid under the Emancipation Act—£1,721,345 19s. 7d. sterling.

The following Newspapers are published in Bridgetown:—

The Barbadian....	Wednesday & Saturday	A.Clinckett,Esq.	Est. 1822
The Liberal.....	same days	S. J. Prescod, ,,	,, 1837
Barbadoes Mercury	Tuesday & Saturday..	H. King & Co. ,,	,, 1833
Barbadoes Globe..	Monday & Thursday..	A. G. Drinan, ,,	,, 1819
The West Indian....	same days	J.Y.Edghill&Co. ,,	,, 1833
The Standard	Tuesday & Friday	H. W. Perkins & Co. .... ,,	,, 1843



HÆ TIBI ERRENT ARTIS.

GRENADA.

After remaining a short time at Barbadoes, the steamer from England proceeds to Grenada, distant 140 miles. She goes alongside the company's wharf in Saint George's Harbour, and passengers can walk on shore.

Grenada was discovered by Columbus, on his third voyage, in 1498. It was settled by the French about 1650, and ceded to Great Britain, by the treaty of Paris, 1763. It is situated between the parallels of 12° 20′ and 11° 58′ N. lat., and 61° 20′ and 61° 35′ W. long. It is computed to be about 24 miles in length, 12 in its greatest breadth, and contains about 80,000 acres of land, which is divided into six parishes. There are several smaller islands, supposed to be 120 in number, called the Grenadines, in the vicinity of Grenada. But few of these, however, are comprised in the Grenada Government. These

islands are now subordinate to the Governor of Barbadoes.

Under letters patent, bearing date the 9th April, 1764, an Assembly was first convened in Grenada in 1765, the legislative authority having been previously exercised by General Melville and his council.

In July 1779, Grenada was captured by the arms of France, but was restored to Great Britain by the general pacification which took place in January 1783, and the English Government was fully re-established in 1784, under General Mathew as Governor. Since that time this island, with its dependencies, has been governed (according to the usual custom) under commissions granted by the Crown to the successive Governors, with accompanying instructions; and the legislative power has continued to be vested in the Governor and Council and the House of Assembly. The Governor presides solely in the Courts of Chancery and Ordinary. His salary is £3,200 currency per annum, which is raised by a poll-tax on all salaries; and it is the practice in Grenada to pass a salary Bill on the arrival of every new Governor, to continue during his government.

The Council consists of 12 members, and the Assembly of 26. A freehold or life estate of 50 acres, is a qualification to sit as a representative for the parishes; and a freehold or life estate with £50 house rent in St. George's, qualifies a representative for the town. An estate of 10 acres in fee or for life, or a rent of £10 in any of the out towns, gives a vote for the representatives of each parish respectively; and a rent of £20 per annum, issuing out of any freehold or life estate in the town of St. George, gives a vote for a representative for the town.

Grenada has never been subject to the $4\frac{1}{2}$ per cent.

Crown duties. The Crown attempted to impose this tax by proclamation, after the grant of a legislative assembly had passed the great seal; but it was successfully resisted by the colony in the Court of King's Bench, in England, Lord Mansfield declaring it to be the judgment of the Court that the prerogative of the King before the date of the proclamation was clear, but that by that proclamation and commission the King had immediately and irrevocably granted to the inhabitants of Grenada, or to those who held property in the island, that the subordinate legislation over the island should be exercised by an assembly, with the consent of the Governor in council. By this decision the Crown duty was not imposed on Grenada, nor on the islands of Dominica, St. Vincent, or Tobago, which were then comprised under the government of Grenada.

St. George's, the capital of Grenada, which is built upon a peninsula, projecting into a spacious bay, called St. George's harbour, is on the west or lee side of the island, not far from the southern extremity. It is embosomed in an amphitheatre of hills, and chiefly situated on elevations which rise from the bay; the consequence is, that the streets are steep. The houses are well built, and on the whole the town has a handsome appearance. It is divided by a ridge, which running into the sea, forms one side of what is termed the Carenage; which is a large basin of water, surrounded by wharfs, and in the vicinity of which the principal merchants reside. In this Carenage the ships lie land-locked, and in deep water, close to the wharfs. The entrance is defended by a citadel, called Fort George, which is built upon a rocky eminence. On the left, the land rises gradually to

some height, on which elevation the fortifications of Hospital Hill are erected, and a long ridge, which falls towards the middle, connects this fort with Richmond Heights, and constitute the back-ground of the scene. These heights are also fortified. Upon this hill are built some of the principal houses, the church, and the parsonage. The whole forms a scene of great richness and beauty.

This island being a British colony no passports are required. The custom-house officer attends at the wharf to examine the luggage.

There are two banks,—branches of the Colonial Bank and West India Bank; English, as also Spanish, money is current. Two respectable hotels are close to the landing-place; the charges are moderate. The town of Saint George's is abundantly supplied with water by pipes and fountains.

There are four places of worship in the town, of the Episcopalian, Scotch, Wesleyan, and Roman Catholic faiths.

The scenery of Grenada is romantic and picturesque in a high degree: it has been styled "the most lovely of our West India isles." In the N.W. are successive piles of conical hills or continuous ridges, covered with vast forest trees and brush-wood. Its mountains form many fertile valleys, interspersed with numerous rivulets, on which water-mills are erected for the use of the plantations. Some of the mountains rise to the height of more than 3,000 feet above the level of the sea. There are delightful drives about the island, and some objects of natural curiosity worth visiting. In several places are hot springs of sulphurous and other mineral waters, emitting a strong mephitic air, which instantly kills any small

animal brought too near. There are several indications of extinct volcanoes; that called Lake Antoine is the most remarkable, it is now filled with water, and about 50 feet deep; and although 18 feet above the level of the sea, and has no apparent connexion with other water, it has been continually encreasing in quantity for the last forty years; it is supposed now to cover an area of sixty English acres. Another lake, called the Grand Etang, is situated in the interior of the island, about seven miles from St. George's. The ride to this lake, which should be undertaken early in the morning, is truly romantic and picturesque, and its steep ascent of an Alpine character. This lake, as well as the former, is supplied with pure fresh water by subterranean springs.

The range of the thermometer in the shade, for the last six years, as registered by Dr. Stephenson of St. George's, is from 69° to 93° Farenheit; and the fall of rain is $58\frac{45}{100}$ inches. The dews are neither very copious nor dangerous. No hurricane has been experienced here for upwards of 60 years. There are no venomous reptiles to the injury of life.

Captain Leese, is the Agent of the Company at Grenada.

PRODUCE.

	Sugar.—lbs.	Rum.—gals.	Molasses.—gals.
1840	12,519,895	395,811	78,492
1841	9,904,683	328,251	81,325

	Coffee.—lbs.	Cocoa.—lbs.	Cotton.—lbs.
1840.....	22,665	238,195	93,614
1841.....	10,259	226,480	45,528

Including Island of Carriacou.

Shipping.

Inwards.	Ships.	Tons.	Men.	Outwards.	Ships.	Tons.	Men.
1840 ..	375..	20,324..	2,320	1840 ..	388..	20,164..	3,333
1841 ..	425..	23,657..	2,587	1841 ..	428..	26,801..	2,569
1842 ..	313..	16,524..	2,050	1842 ..	261..	12,722..	1,727

Militia.

1840 ..... Officers—104.... Privates—734.... Total—838

The Militia musters were suspended in the month of April, 1840, and consequently no returns since made.

Wages of Labourers.

		1840.	1841.	1842.
Domestic	per month....	36s...	40s...	40s.
Predial, House & Grounds included	,, ...	20s...	20s...	20s.
Trades	,, ...	80s...	80s...	80s.

Prices of Provisions.

Sterling Prices.		1840. £	s.	d.	1841. £	s.	d.	1842. £	s.	d.
Wheaten Bread ..	per lb. ..	0	0	4 ..	0	0	4 ..	0	0	4
Beef	,, ..	0	0	7¼..	0	0	7 ..	0	0	7
Mutton	,, ..	0	0	10 ..	0	0	10 ..	0	0	10
Pork	,, ..	0	0	7¼..	0	0	7 ..	0	0	7
Rice	per cwt.	1	5	0 ..	1	5	0 ..	1	5	0
Coffee.....	per lb...	0	1	0 ..	0	1	0 ..	0	1	0
Tea.....	,, ..	0	6	0 ..	0	6	0 ..	0	6	0
Sugar.....	,, ..	0	0	6 ..	0	0	6 ..	0	0	6
Ditto, refined....	,, ..	0	0	9 ..	0	0	9 ..	0	0	9

From 1st Jan. 1841, the currency same as in Great Britain. Cut monies and "dogs" have been called in.

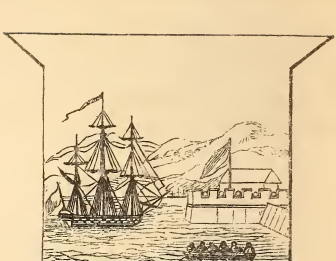
Population Returns not given. Returns of Schools and Scholars defective.

The proportion of Slave Compensation paid to the Proprietors, was £616,444 17s. 0d.

Two NEWSPAPERS are published in St. George's :—

The St. George's Chronicle, on Saturday, by D. J. Davidson, Esq. Established 1742.

Grenada Free Press, on Wednesday, by J. R. M'Combie, Esq. Established 1826.



MISCERIQUE PROBAT POPULUS ET FÆDERA JUNGI.

TRINIDAD.

The distance from Grenada to Trinidad is about 90 miles; and you soon come within sight of the beautifully-wooded mountains of this magnificent island. It lies between 10° and 11° of N. lat., and 61° and 63° of W. long. Its extreme breadth from E. to W. is between 60 and 70 miles, and 50 from N. to S. The name was given by Columbus from the circumstance of three of the highest peaks of the mountains having first appeared to him on approaching land. It was on his third voyage on 31st July, 1498. Having been in great danger in a violent storm, he made a vow to give the name of the Holy Trinity to the first land he should find; soon after which a sailor in the main-top saw three points of land, whereby the name fitted every way to his vow. The Spaniards did not attempt to make any settlement on the island till 90 years after its discovery.

It was almost immediately captured by Sir W. Raleigh in 1595, but speedily fell again into the power of the Spaniards. In 1797, Trinidad was captured by the troops under Sir R. Abercromby. It was ceded by the Spaniards at the peace of Amiens, and has since continued in the possession of the British.

The steamer goes through the Bocas de Huevos, which is narrow; but the Boca Grande, or large passage, into the Gulf of Paria, is that used by large sailing ships, and is about 5 miles wide, with the shores of South America on the right hand. Immediately on arrival the ship is boarded by the harbour-master, who is also health officer, and admits the ship to pratique.

A writer in 1825, thus describes the appearance of the Gulf of Paria: "Having entered the Gulf of Paria the water appeared of the purest ultramarine. On the right hand the mountains of Cumana, with their summits lost in the clouds; on the left, the immense precipices of Trinidad, covered to the extremest height with gigantic trees, which seem to swim in the middle ether; the margin fringed with the evergreen mangroves, which were here hanging with their branches bathed in the water, and there, themselves rising out of the midst of the soft waves; behind us, the four mouths of the Dragon of Columbus, with the verdant craggy isles between them; before us, the Port of Spain, the capital, with its beautiful churches, the great Savana, and the closing hills of Montserrat.

"Meanwhile, the long dark canoes glanced by, with their white sails almost kissing the sea, and enormous whales, ever and anon lifted their mon-

strous bodies quite out of the water in strange gambols, and falling down, created a tempest around them, and shot up columns of silver foam."

Not only are the mountains of this magnificent island beautifully wooded, but there are several rivers navigable far into the interior, irrigating and affording communication with millions of acres of virgin soil, where no foot but that of the Indian or Maroon negro has made an impress; it holds out, therefore, most advantageous prospects to the capitalist settler.

In the Gulf of Paria fish is so abundant that the greater part of the West Indies might be supplied. Shell-fish is particularly fine.

Coal has been found, and of good quality, in more than one part of the island, but the want of labour precludes its being worked.

In landing there is not the least danger, for there is no surf, and the public wharf extends far into the water, so that boats may approach at all times and at all hours.

You are about a mile from the shore, and are soon surrounded by shore-boats. You must make your bargain with these; from sixty cents, equal to 2*s.* 6*d.* sterling, or a dollar, according to quantity of luggage and delay, is fair pay.

If from England, or an English island, there is no examination of your luggage; but it is examined if from a foreign port, and a small *ad valorem* duty of from 3 to $7\frac{1}{2}$ per cent. is sometimes charged on articles of foreign manufacture. It is very rarely, however, that any duties are charged.

There are two banks in Port of Spain, the Colonial and West India; and both British money and Spanish dollars are current.

Port of Spain is one of the finest towns in the West Indies. The streets, of which there are five miles within the suburbs, are wide, long, and laid out at right angles; no house is now allowed to be built of wood, and no erection of any sort can be made except in a prescribed line. Port of Spain is one of the few towns in the West India colonies that has obtained civic self-rule. There is a public walk, embowered in trees, and similar in all respects to the Terreiro in Funchal, and a spacious market-place, with a market-house or shambles, in excellent order and cleanliness. The Spanish and French females, their gay costume, their foreign language, and their unusual vivacity, give this market the appearance of a merry fair in France.

The Protestant church is beautifully situated with a large enclosed lawn in front. It is wainscotted inside with the various rich woods of the island. The Roman Catholic church, capable of containing 5000 persons, is also a fine building, and is situate on the southern extremity of the town: having two towers, it is very conspicuous from the anchorage. Its bishop is called the Bishop of Olympus. There is also a chapel, that of Santa Maria, used by seceders from the Catholic church.

There are several excellent hotels, some close to the landing-place, that have abundance of good water. Vehicles and horses are to be had for hire at the Brunswick Stables.

Passports are not needed on arriving; nor on leaving, except to a foreign port. In this case it can be obtained from the Secretary of the Colony, at the expense of a dollar and a personal visit.

There is a theatre, occupied by a French company, and two news and billiard-rooms.

Three companies of white troops and one of black, and a detachment of artillery are generally quartered in the capital.

The large number of religious places of worship throughout the island, shows a commendable desire among the inhabitants for religious instruction. There are now six Episcopalian, thirteen Roman Catholic, and five Wesleyan chapels scattered through the island, besides those in the capital. This shows a marked contrast to what it was ten years ago.

There are several, from eighteen to twenty, public schools in connexion with the Episcopal Church and the Church of Rome, both supported by Government; others supported by the Church Missionary Society, and some private schools. In all these both French and English are taught. There is a colonial hospital for 110 patients, established by Sir Henry M'Leod; also a house of refuge and a leper asylum. There are several mineral springs in the colony.

The island is governed by a Governor and Legislative Council, composed of six official and six non-official members, with powers to pass their own laws, subject to the approbation of the Secretary of State. The Bishop of the Diocese is also a member of Council, and may sit and vote at the Board. The laws in force are the laws of Spain, as established at the time of the conquest by the English, with such alterations only as have been made in them by orders in Council, to which this island, as a colony by conquest, is subject.

The thermometer in the shade, at the warmest part of the day, say two p.m., may be stated at 84° to 86°; at five a.m., it is 76°. The climate is peculiarly suitable for people advanced in life, labouring

under rheumatism, dyspepsia, or incipient phthisis. By leaving Europe in October, and living temperately in this colony, their lives might be prolonged many years. Endemic fevers are scarcely known; and, from the careful attention of Dr. Murray in the vaccine establishment, the island is kept free from small pox.

The dry season is from Christmas to the end of May; dry weather sometimes occurs in parts of September and October. In June the wet season commences, and the rain falls in torrents, with the winds variable from W. to S.E.

The dews are very copious; and though not dangerous, they should be avoided by Europeans. The clothing should be of thin flannel next the skin, light linen jackets, and thin woollen socks. White light beaver hats are preferable to black. A waterproof outer coat, for the wet season, should be provided, and the thin Codrington coat or wrapper is appropriate all the year.

The island is exceedingly well supplied with medical practitioners; some of the most esteemed are Doctors Neilson, Hartle, O'Connor, Murray, &c. &c.

The town is very healthy. The population, by the census completed in 1843, was 16,106 persons.

Robert Dennistoun, Esq., is the Agent for the Royal Mail Steam Packet Company in Port of Spain.

Besides the beautiful scenery in the Island of Trinidad, there are some natural curiosities that are worth visiting. These are the Pitch Lake at Point la Brae; the hot springs at Point a Pierre; the mud volcanoes; and the remarkable caves in the small Island of Gasparie.

"Every one who goes to Trinidad," says Mr.

Coleridge "should make a point of visiting the Indian Missions of Arima and Savana Grande. They are wholly unlike anything which I had ever before seen; and differ as much from the negro-yard on the one hand, as they do from an European-built town on the other.

"The village of Savana Grande consisted chiefly of two rows of houses in parallel lines, with a spacious street or promenade between them, over which there was so little travelling, that the green grass was growing luxuriantly upon it. Each house is insulated by an interval of ten or fifteen feet on either side; they are large and lofty, and being beautifully constructed of spars of bamboo, and thatched with palm branches, they are always ventilated in the most agreeable manner. A projection of roof in front is supported by posts, and forms a shady gallery, under which the Indians will sit for hours together in motionless silence.

"They seem to be the identical race of people whose forefathers Columbus discovered, and the Spaniards worked to death in Hispaniola. They are short in stature, (none that I saw exceeded five feet six inches), yellow in complexion, their eyes dark, their hair long, lank, and glossy as the raven's wing; they have a remarkable space between the nostrils and the upper lip, and a breadth and massiveness between the shoulders, that would do credit to the Farnese Hercules. Their hands and feet are small-boned and delicately shaped. Nothing seems to affect them like other men; neither joy nor sorrow, anger or curiosity, take any hold of them. Both mind and body are drenched in the deepest apathy; the children lie quietly on their mothers' bosoms;

silence is in their dwellings, and idleness in all their ways."

There are schools appointed, in which the negroes and the Indians are educated, and the penmanship of the latter is remarkable for its beauty. The contrast between these two races is very striking, and is thus described by the same lively writer.

"Their complexions do not differ so much as their minds and dispositions. In the first, life stagnates; in the last, it is tremulous with irritability. The negroes cannot be silent; they talk in spite of themselves. Every passion acts upon them with strange intensity; their anger is sudden and furious; their mirth clamorous and excessive; their curiosity audacious; and their love the sheer demand for gratification of an ardent animal desire. Yet by their nature they are good-humoured in the highest degree. It is said that even the negroes despise the Indians, and I think it very probable; they are decidedly inferior as intelligent beings. Indeed their history and existence form a deep subject for speculation. The flexibility of temper of the rest of mankind has been for the most part denied to them; they wither under transportation, they die under labour; they will never willingly or generally amalgamate* with the races of Europe or Africa; if left to themselves with ample means of subsistence, they decrease in numbers every year; if compelled to any kind of improvement, they reluctantly acquiesce, and relapse with certainty the moment the external compulsion ceases. They shrink before the approach of other nations as it were by instinct; and they are not now

* Note to Second Edition: This is now authoritatively contradicted.

known in vast countries of which they were once the only inhabitants. In 1824, the number of the Indians was computed to be 893 in Trinidad."

Mr. Montgomery Martin, in his Colonial Library, gives the following description of the Pitch Lake.

"This lake is situated on the westward side of the island, on a small peninsular jutting out into the sea about two miles, and elevated 80 feet above the level of the ocean. It is nearly circular, and better than half a league in length, and the same in breadth. The variety and extraordinary mobility of the phenomenon is very remarkable. Groups of beautiful shrubs and flowers, tufts of wild pine-apples and aloes; swarms of magnificent butterflies, and brilliant humming-birds enliven a scene which would be an earthly representation of Tartarus without them. With regard to its mobility, where a small islet has been seen on an evening, a gulf is found on the following morning, and on another part of the lake a pitch islet has sprung up, to be in its turn adorned with the most luxuriant vegetation and then again engulphed. The appearance of this lake is like pit coal, except in hot weather, when it is liquid an inch deep. Crevices, sometimes six feet deep, are found in the pitch, filled with excellent limpid running water, and often containing a great quantity of mullet and small fish.

"The bottoms of these crevices are so liquid, that marked poles thrust in disappear, and have been found a few days after on the sea shore. (?) During the rainy season it is possible to walk over nearly all the lake, but in hot weather part is not to be approached. No bottom has ever been found to the lake. On standing still near the centre, the surface

gradually sinks, forming a sort of bowl, and when the shoulders become level with the lake, it is high time to get out. The flow of pitch has been immense, and the appearance of that which is hardened, is as if the whole surface had boiled up in large bubbles, and then suddenly cooled, but where it is liquid it is perfectly smooth."

Forty miles south of the Pitch Lake are several mud volcanoes, in a plain not more than four feet above the general surface. These come into action in the month of February or March, at about full moon, and send up fluid mud into the air, to the height of 30 or 40 feet, with a report at each time as if a heavy gun were discharged. The largest is about 150 feet in diameter, and has boiling mud constantly bubbling, but never overflowing, remaining always within the surface of the crater. When the old craters cease to act, new ones invariably appear in the vicinity. During the *hottest* months *cold* mud, 20° lower than the atmosphere, is thrown up, and the volcano is unapproachable to within fifty paces.

To the eastward of Port of Spain is a marsh of several thousand acres in extent, called the Grand Savannah, on which vast multitudes of cattle are allowed to roam and graze at large. It is said that the exhalations from this marsh renders Port of Spain at times unhealthy. There is a tradition that a Dutchman from Guiana, possessed of 500 slaves, intended to drain this marsh and settle on it, but that before the arrangements were completed, he fell into fashionable society in Europe, and ran through all his property. In the dry season the Savannah is set on fire, and it may be seen blazing and smoking for several weeks. In the conflagration myriads of snakes and small animals perish.

Population, Census 1842—10 Districts.

Males.	Females.	Total.	No. of Persons employed in Agriculture.	Manufactures.	Commerce
24,058....	24,122....	48,180....	15,309....	2,164....	1,361

Shipping.

Inwards.	Ships.	Tons.	Men.	Outwards.	Ships.	Tons.	Men.
1840 ..	676	62,113	4,945	1840 ..	659	60,660	4,793
1841 ..	670	61,782	5,135	1841 ..	689	62,012	4,699
1842 ..	640	59,907	4,649	1842 ..	661	60,222	4,878

Acres of Land under Crop.

	Sugar.	Cocoa.	Coffee.	Cotton.	Prov.	Pasture.	Tot. Uncul.
1840—	21,710..	6,910..	1,095..	2 ..	6,314..	7,237 ..	97,256
1841—	21,710..	6,910..	1,095..	2 ..	6,314..	7,237 ..	97,256

1842 wanted.

Course of Exchange.

1840—470 to 490 per £100 sterling.
1841—470 to 485 ,,

Whale Fisheries.

	1840.	1841.	1842.
Number of Boats employed....	16....	16....	16
Whales taken.....	29....	28....	—
Gallons of Oil	28,545....	27,561....	—
Value in sterling of Oil.....	£2,931....	£2,872....	—
Price of Oil per gallon	2s. 1d.....	2s. 1d...	35 cents.

Note. There are four Whale Fisheries in the Island, viz., one at Gasparillo, two at Monos Island, and one at Chacachacare.

The proportion of Slave Compensation paid to Trinidad was £1,039,119 1s. 3d.

There are two Newspapers published in Port of Spain:—

Port of Spain Gazette, published Tuesday and Friday, by H. J. Mills, Esq. Established 1826.

Trinidad Standard, on the same days, by J. M'Swiney, Esq. Established 1838.

FULCHRIOR EVENIT.

TOBAGO

Is 120 miles from Barbadoes, and 85 miles from Grenada. It is the most southerly of the Caribbee islands, lying in lat. 11° 10′ N. and 59° 40′ W. from London. It is somewhat more than 30 miles in length from N.E. to S.W.; between 8 and 9 in breadth; and from 23 to 25 leagues in circumference. It is divided into seven districts, called divisions, and the same number of parishes.

Tobago was first discovered by Columbus, who gave it the present name from Tobacco, the pipe which the aborigines, to the surprise of the Spanish, smoked. The English visited this island very early, Sir Robert Dudley having been there in the reign of Queen Elizabeth. But no regular system of colonization was commenced by the English till 1765. After many changes of possession between the French and

English, Tobago was finally ceded to England by the treaty of Paris in 1814. It now forms part of the General Government of Barbadoes, but continues to have its separate House of Assembly and separate Judicial Establishments.

This island presents an irregular mass of conical hills and ridges, with numerous valleys, which in the southern quarter are less abrupt in their acclivities. The soil is generally light and sandy, but fertile and well watered by a number of small streams, which make their way from the mountains to the sea. The coast affords several excellent bays and harbours.

The steamer proceeds to Courland Bay, on the north side.

Courland is not the capital of Tobago: the capital is Scarborough, five miles distant, which is situated on the S.W. side of Tobago, and extends, with little uniformity, along the sea shore. The cost of a mule or ass to Scarborough is about five dollars.

The steamers generally come in within 200 yards of the shore, and passengers are landed by the steamers' boats.

Passengers' luggage is not searched; nor is there any need of a passport on arrival; but every person about to *leave* the island must provide himself with a pass from the Colonial Secretary's office, which costs 8*s*. 4*d*.

Sterling and Spanish money pass current. There are two banks at Scarborough, branches of the Colonial Bank and West India Bank.

There is but one hotel at Scarborough, the accommodation in which is not of the best description. But, so hospitable are the residents, that strangers, respectably introduced, are always entertained at the houses of the planters and merchants.

There are three Episcopalian churches, two Moravian, and two Wesleyan chapels, in the island, to which schools are also attached; but the want of good teachers is felt.

Two companies of regular troops are stationed at Scarborough.

The legislature consists of the Executive Council and House of Assembly. P. M. Stewart, Esq. M.P., is the agent in London for the island.

This island is so cooled by the sea breezes, that its temperature is very supportable to Europeans; the average range of the thermometer is 85°. Nor is it generally subjected to those dreadful hurricanes which are so destructive in many of the other islands.

The land in the northern part is very mountainous, and so high as to be seen, in clear weather, at the distance of 12 leagues.

The island is well watered by rivulets that intersect the vallies. Almost every tropical plant grows in rich abundance here, as also all the culinary plants of Europe.

The rainy season begins about June, and gradually becomes heavy till September; towards the end of December, or beginning of January, crop time begins.

Tobago, as one of the islands ceded to Great Britain, is exempt from the $4\frac{1}{2}$ per cent. Crown duties.

AREA and POPULATION.

	Acres.	Males.	Females.	Total.
1842—	57,408	5,502	6,246	11,748

	Baptisms.	Marriages.	Burials.
1840..	420	97	111
1841..	461	216	107
1842..	571	243	80

Value of Imports and Exports for the year 1840.

Imports..£64,222. Exports..£118,819.

Militia.

Total 1840..229 1841..229 1842..230

Schools and Scholars.

Established Church.....10 Schools

	Males.	Females.	Total.
1840	418	340	758
1841	Totals only.		1440
1842			879

Free Schools.—The funds are provided partly by the Colony and by the Society for the propagation of the Gospel in Foreign Parts. Expense £690.

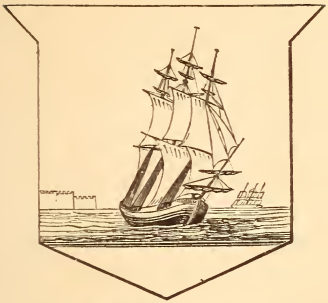
Wesleyan Schools..1840-41..3 Schools 1842..2 Schools

	Males.	Females.	Total.
1840..	41	27	68
1841..	67	46	113
1842..	151	117	268

The Wesleyan Society grants £90, and voluntary contributions are also received.

The Tobago Chronicle newspaper is published on Thursdays, at Scarborough, by A. Hislop, Esq. Established 1836.

The share of the Slave Compensation money paid to Tobago was £234,064 5s. 0d.



DAMUS PETIMUS QUE VICISSIM.

DEMERARA.

From Tobago to Demerara the route is rather against the trade-wind, and the ship is partially retarded. The calculated speed is six knots; the distance 320 miles.

Stretching along the coast of the Atlantic, between the lat. of 6° and 8° N., and the long. 57° and 59° W., lies that part of Dutch Guiana which contains the colony of Demerara, its dependent settlement of Essequibo, and the colony of Berbice. To the S.S.W. the river Courantin separates this tract from Surinam; to the N.N.W the small inlet and stream of Moroko divides it from the Spanish territory on the right bank of the Oroonoko. Its length upon the coast, in a straight line, is about 160 miles; its breadth is not exactly ascertained, but is nearly twice its length, and reaches to the scantily-known provinces of New Cumana and New Andalusia,

which are claimed by the Spaniards, but which are in part inhabited by independent Indian tribes. The limits of Berbice, to the S.S.W., formerly extended no farther than to the Devil's Creek, but in 1799, they were enlarged by the addition of the lands between that creek and the river Courantin. The opposite boundary of the colony, where Demerara commences, passes from the mouth of Abary Creek in a straight line to the southward. Between this line and a similar one, drawn from the Boarisiree Creek at the mouth of the Essequibo River, is included the colony of Demerara. The dependency of Essequibo occupies the rest of the territory as far as the Spanish frontier on the Moroko. The Dutch had possession of these places, and also Surinam, which took their names from the rivers on which they are respectively situated, and were together called Dutch Guiana; but after having capitulated to the English in 1803, they were ceded in perpetuity as a British possession by the convention signed in London 13th of August, 1814. By an order in council, in the year 1831, the colonies of Demerara, Essequibo, and Berbice, were united under one government, by the title of British Guiana.

The river of Demerara is half a league wide at the entrance, but is obstructed by a bar, on which there are only from nine to eleven feet at low tide, and eighteen or nineteen feet at high water. The steamers are therefore compelled to wait for tide, and enter the river only in day time. The pilots are noted for their attention and skill. The river of Demerara is navigable for ships about fifty miles above the town, and perhaps even higher; but as there are no plantations at a greater distance, no accurate survey has

been taken. At 130 miles from its mouth are considerable cataracts, beyond which the Europeans have not explored its course; but the Arrowauk Indians, who descend in large canoes, represent it as accessible above the cataracts to a much greater distance than the latter from the sea.

The steamers lie off the capital, formerly Stabroek, but now called Georgetown, about a quarter of a mile from the principal landing-place. Shore-boats are employed in landing, and about half a dollar is the usual charge for a passenger and his luggage. Luggage is not required to be searched, as there are no duties charged thereon.

Georgetown is on the east side and near the mouth of the river which gives name to the colony. The town is of an oblong form, about a quarter of a mile in breadth, and a mile in length; it stands on a low and level site, and the principal streets are perfectly straight, with carriage roads. The houses are of wood, two or three stories high, and raised on brick foundations. There is nothing in the public buildings to merit description. It is deficient in good hotels; but there are some respectable boarding-houses, the charges in which are from three to five dollars per day, exclusive of wines. Rain-water is that which is in general use.

In this colony, as well as others of the British possession, dollars are current, at 4*s*. 2*d*. each; British gold and silver are also current. There are two banks, branches of the Colonial and British Guiana Banks.

No passports are required for passengers, either on arriving or quitting the colony; but residents on leaving must take a pass from the Colonial Secretary.

There are two theatres in Georgetown, the "Dutch" and the "Queen's." The performances are occasional, by both amateur and professional actors.

There is a library, the subscription to which is 14 dollars, 67 cents per annum, or 2 joes.

The places of worship are numerous; they are of the Episcopalian, Scotch, and Lutheran Churches; the Roman Catholic, Reformed Dutch, Wesleyan Methodist, and the London Missionary Chapels.

An entire regiment of the line, together with one or two detached companies of another regiment, whose head quarters are at Berbice, is generally in barracks at Georgetown.

The Government consists of three bodies, viz.: the College of Electors, called Kiezers, or choosers, who are elected by the tax-payers for life, and who nominate the non-official members of the Court of Policy. This Court of Policy is the principal legislative court, and consists of five official, and five non-official members, the Governor being the president; and the Financial Representatives, six in number, who are also directly elected for two years by the tax-payers, and who, joined to the Court of Policy, form the Combined Court, and regulate the finance of the Government. As these institutions are but little known in England, it may be as well to give a short description of them, as well as of the origin of the Financial Representatives. The College of Kiezers appears somewhat to resemble the electoral college in France. It is not itself the legislative body, but, as its name signifies, (the College of Kiezers being literally the College of Choosers,) it chooses or elects the legislative body. Yet the very small amount of its members, and the

fact that the members of the College of Kiezers do not become members in right of any previously ascertained "qualification," in our English sense of the word, but are actually elected by the inhabitants at large, deprive it of its exact resemblance to the electoral colleges.

The Court of Policy, anciently called also the Council, seems to have been nothing but an executive and administrative board, assisting the Governor in the discharge of his duties, and composed of the four chief servants of the Dutch West India Company and four inhabitants chosen by the College of Burgher Officers or Kiezers. The Court of Policy was afterwards made by the terms of the capitulation to the English in 1803, a local legislature, and seems to unite the functions, except as to the levying of taxes, of the English Houses of Lords and Commons, and of the Privy Council.

The Financial Representatives resembled, in having the direct power of taxation in their hands, the English House of Commons, but resembled it in that respect alone; for the power of making laws was not given to the Financial Representatives, whose authority was expressly limited to "the purpose only of raising in conjunction with the Governor and Court of Policy of the said colony, the colonial taxes, and of examining accounts."

The first institution of trial by jury in Demerara, took place in 1818.

As British Guiana is a conquered colony, it is subject to be governed by orders in council.

Though situated under a vertical sun, British Guiana is more healthy than most of the West India islands, which probably arises from the greater equa-

lity of the temperature. The constant regularity of the trade-winds during the day, and of the land-breezes which succeed them in the evening, joined to the invariable length of the nights, with their refreshing dews, render the heat far from excessive. By a series of thermometrical observations taken at the Royal Engineer's quarters in Georgetown, at 6 a.m., 12 at noon, and 6 p.m., daily, from three thermometers of the best description, the mean heat during the day and throughout the year has no greater range than from 82° to 85°; consequently consumptive catarrhal affections, and other diseases incident on sudden or great variations of climate, or which are the results either of intense cold or of excessive heat, are of very rare occurrence in Guiana. Nor must it be overlooked, that even the heat indicated by the degrees above given is materially abated by a *constant* breeze from the north-east, and which varies but slightly in strength. Malaria and miasmatic vapours, incident to all low flat countries, are the only bar to perfect salubrity; but these are rapidly yielding to the improvements in drainage, and to the greater attention among the medical profession to the pathology of the diseases arising from these causes.

There is no winter here. The year is divided into two dry, and two rainy, seasons; part of December, January, part of February, and May, June, July, constitute the two wet seasons: the other months, the dry seasons. The thermometer averages from 82° to 84° in the shade. The months of October and November are the most delightful in the year; the sky is cloudless, the heat moderate, and the thermometer at noon-tide scarcely higher than 80° Fahr.

During the rainy season the oppressive weight of the atmosphere is tempered by northerly breezes; and in the months of September and November the breezes from the East and South-East, which have passed over a vast extent of the ocean, are invigorating, and refresh the air to such a degree, that during the night the thermometer has been known to fall to 74° Fahr. The seasons do not *materially* affect the healthiness of the colony. The dews in the city are neither heavy nor dangerous. In the rivers, creeks, and in the uncultivated portion of the country, they are more copious and do not agree with European constitutions.

Georgetown is amply supplied with good medical practitioners. Those in largest practice are Drs. Hutson and Alleyne, and Mr. D. Blair, surgeon; there are several others of decided respectability.

Berbice is about 70 miles east, and the River Essequibo about 60 miles west, from Georgetown.

There is steam communication between these places and Demerara once a fortnight, and sailing vessels pass to and fro almost daily. Cabin fares to Berbice by steamer 6 dollars, and 4 dollars back to Demerara; to Essequibo, 3 dollars both ways.

The scenery in the interior, and especially up the Essequibo River, is most beautiful and romantic. This river is about 25 miles wide at its mouth; it is studded with islands, some of which are cultivated. Information respecting its course is equally obscure as of the Demerara river. The trees, of which it is said there are at least one hundred different sorts, cover the land at both sides of this majestic river. Their branches are crowded with birds of varied and beautiful plumage, and the whole bears the look of

everlasting summer. "Delight," says a distinguished traveller, "is but a poor word to express the feelings of a naturalist when he first sets foot within the virgin forests of South America."

The soil, in general, is rich in the extreme, and produces all the variety of tropical productions in lavish abundance.

An Agricultural and Commercial Society has recently been established in Georgetown, the leading objects of which, to quote from the prospectus, "shall be the improvement of the agriculture of the colony, and the encouragement of every branch of industry, manufacture, or trade, whereby the resources of the colony are likely to be developed and increased." His Excellency the Governor is patron of the society, which already boasts of a highly respectable list of members, both as regards rank and numbers. A munificent grant has been made to the society by the Legislature of premises, situated in the most central part of the city, which are immediately to be fitted up as exchange-room, reading-room, museum, library, &c., &c. We look with much interest to these societies now becoming general among the British West India colonies.

POPULATION of DEMERARA and ESSEQUIBO, according to Census on 15th October, 1841.

Males.	Females.	Total.
39,364	38,564	77,928

Schools and Scholars.

Demerara.	1840.	1841.	1842.
Church of England	2,167	2,197	2,218
,, Scotland	1,914	2,098	* 848
Roman Catholics	....	....	250
Essequibo.			
Church Missionary Society ..	274	224	† 40
Wesleyan Missionary Society	1,046	1,046 .... (Sunday.)	298
London Missionary Society ..	1,803	1,825	1,800

Several miscellaneous Sunday Schools, for adults and boys and girls—numbers uncertain.

Shipping.

Inwards.	Ships.	Tons.	Men.	Outwards.	Ships.	Tons.	Men.
1840 ..	567	93,211	5,413	1840 ..	583	96,924	5,397
1841 ..	607	98,815	5,506	1841 ..	608	99,013	5,396
1842 ..	496	82,620	4,529	1842 ..	493	79,255	2,786

Course of Exchange.

Average of years 1840-41-42,—48 80 cents to the £ sterling.

Wages for Labour.

	1840.	1841.	1842.
Domestic, per month..	£2 10s.	£2 10s.	£2
Predial, per day.....	2s. 1d.....	1s. 6d. to 4s. 2d.....	1s. 5d.
Trades.....	4s. 2d.....	4s. 2d. to 6s. 3d.....	3s. 6d.

Prices of Provisions.

			s.	d.		s.	d.		s.	d.
Wheaten Bread, per lb.	1840		0	10..	1841	0	6..	1842	0	4
Beef	,,	,,	0	10	,,	0	10..	,,	0	10
Mutton	,,	,,	2	1	,,	2	1..	,,	1	4
Pork	,,	,,	1	3	,,	1	0..	,,	0	10
Rice	,,	,,	0	5	,,	0	4..	,,	0	2
Coffee.....	,,	,,	1	0	,,	1	5..	,,	0	8
Tea.....	,,	,,	6	2	,,	8	4..	,,	5	4
Sugar.....	,,	,,	0	5	,,	0	8..	,,	0	4

* Returns in three parishes defective.

† Returns in two parishes defective.

BERBICE.

Total Population, according to Census taken 15th Oct. 1841,

Males.	Females.	Total.
10,427	9,790	20,217.

Shipping.

Inwards.	Ships.	Tons.	Men.	Outwards.	Ships.	Tons.	Men.
1840 ..	136	18,940	1,114	1840 ..	134	19,577	1,132
1841 ..	128	17,402	1,033	1841 ..	152	20,825	1,218
1842 ..	95	14,397	815	1842 ..	85	13,566	730

Value of Imports and Exports in the year 1840:

	Imports.	Exports.
Demerara.....	£844,383.....	£1,555,664
Berbice.....	144,004.....	332,063

The amount of Slave Compensation paid to British Guiana was £4,297,117 10 6.

Newspapers published in British Guiana:

Guiana Times, at Georgetown	Monday & Friday ..	by J. Emery, Esq.
Royal Gazette, at Georgetown	Tues. Th. & Saturday..	,, Messrs. Bauon & Dallas, established 1805.
Guiana Herald, at Georgetown	Same days	,, Dr. Dodgson, established 1842.
Berbice Gazette, at New Amsterdam	Monday & Thursday..	,, G. A. M'Kidd, Esq., established 1842.

JACMEL,--HAYTI,

Is distant 720 miles from Grenada. This distance is accomplished in about three days.

As the steamer calls merely for the exchange of mails and passengers, no delay is made, but she proceeds at once to Jamaica.

Hayti, or St. Domingo, was discovered by Columbus in 1492. It is next in size to Cuba, from which it is distant only twenty leagues. Placed between the 18th and 20th degrees of north latitude, and from 68° to 75° degrees west, it has a length of 360 miles from east to west, and a breadth varying from 60 to 120 miles. Its circumference, measured by an even line, excluding its bays, is nearly a thousand miles. This island, so important for its situation and great natural advantages, is four times as large as Jamaica, and nearly equal in extent to Ireland. Jamaica lies westward about forty leagues; and Porto Rico twenty-two leagues eastward. On the north are the Bahama islands, at a distance of two or three days' sail; and southward, separated by 700 miles of ocean, is the great continent of South America.

Columbus gave it the name of Hispaniola, and the name of San Domingo (in Spanish, Sunday), to a city he established in 1494, by which name the whole island, in process of time, came to be called; it has now resumed its original name of Hayti. The island is very rich in tropical products; the western side is remarkable for its fertility; and though the eastern side is by no means equal to the western, we are in-

formed upon respectable authority, that it contains certain districts which alone are capable of producing more sugar, and other valuable commodities, than all the British West Indian isles.

The plains are not healthy for Europeans; the thermometer there rises as high as 99°, but the country is continually refreshed by breezes and rains, and its salubrity is increased by the beautiful variety of its surface. There are three principal chains of mountains. The whole of these are described as fertile and susceptible of cultivation, even to their summits. Their highest elevations are about 6,000 feet above the level of the sea, and these are covered with forests of mahogany, brazil-wood, palms, elms, oaks, pines, iron-wood, cedar, ebony, &c. The island is said to have its mines of gold, silver, copper, iron, lead, precious stones, and crystals. Its plains nourish vast herds of cattle, equal in every respect to those of Europe; and horses are reared in sufficient numbers to supply all the West Indies. The French are therefore justified in designating this magnificent island *La Reine des Antilles*.

"It would be difficult," remarks Mr. Candler, "to a person not acquainted with mountain scenery in the tropics, to form a conception of the grandeur and loveliness of nature, as exhibited in these wonderful hills (the journey from Port au Prince to Jacmel). Jamaica and Martinique have scenes surpassing fable, but Hayti has prospects more beautiful, and is richer still. At many points everything but high hills and deep valleys is shut out from view. The hills in many places, to a considerable extent, being covered with timber trees, the growth perhaps of centuries, interspersed with the graceful cabbage palm,—the

tree of liberty,—which is cultivated and fostered as the emblem of national freedom: the valleys and low rising ground being sprinkled with neat well-fenced cottages, green with Indian corn and the broad-leafed banana, or covered with numerous patches of the white flowering coffee. The people of Hayti, if they display no other refinement, shew admirable taste in the choice of place and situation to live in: some of the sweetest spots in the creation are covered with their dwellings, where to all appearance at least, they live a peaceful, contented, and happy life. Were such a land as this colonized by Europeans, we should hear no end of its praise.

The present race of Haytians have lately been described by a traveller, as a well-formed and robust people; seldom corpulent, but never thin; active in make, and vigorous in body. Their eyes are fine, their countenances quick and intelligent, and their teeth always well set, regular, and beautifully white. Their upright athletic make, and habitual consciousness of freedom, reminds the West Indian of the Jamaica Maroon. There is the same mien, the same gait, the same impression of liberty. The dress of this people is, in general, lively and graceful, and a general courtesy and decency prevail among all classes. The philanthropic Robert Owen, on his passage to Mexico a few years ago, touched at Jacmel, which he thus notices:—"It was a religious holiday,—everything was new to me, and more new, in consequence of its being the first free coloured population I had ever seen. It was better dressed, cleaner, more orderly, and more mild and polite in its demeanor the one to the other, than any working or trading people I had ever seen in any

civilized country. There was more urbanity in the expression of countenance than I had witnessed in Europe and America."

Confidence in the common people of Hayti is rarely or never misplaced. Strangers may travel in every part of the country, night and day, without danger of being robbed or molested; and specie is safely sent from one part of the island to the other in bags only, in charge of a muleteer without guard.

The population of Hayti may be estimated at 850,000 souls.

The constitution of Hayti, as now embodied in the statutes of the island, was finally modified in 1816. The government of the republic is confided to a President, chosen for life, who has power to nominate his successor at death, reserving to the senate the right, if they see fit, to reject the nomination, and choose any other citizen they may prefer. The legislative power is vested in three branches, which must all concur in passing the laws: 1st. The president, with whom all the laws originate: 2nd. The senate, chosen for nine years, who are selected from lists presented by the president to the House of Assembly for its choice: 3rd. The House of Representatives, chosen for five years by free election of the people assembled in their respective communes; who are professedly and in theory an independent body, at liberty to call in question the management of public affairs, and to address the president on any occasion, as often as they will. The salary of the president is 40,000 Haytien dollars per annum, with an extra salary of 30,000 dollars when engaged in any one year in travelling through the island on a tour of inspection

for the public good. Each senator has a salary paid by the state of 133 dollars per month; and each representative receives 200 dollars per month during the session of Congress. The Haytien dollar, at the present rate of exchange, is 1*s.* 8*d.* The salary of the president, therefore, in sterling money, is £3,333; and, when travelling, £2,500 per annum in addition: the salary of a senator is £133 per annum; and that of a representative to the House of Assembly, during a session of three months, about £50. The president of Hayti, being governor for life, generalissimo of the forces, head of the church, and fountain of honour and rewards, is thus a sovereign in all but the name.

The town of Jacmel stands at the head of a very fine bay, it consists of two parts; the lower town, built along the shore at the bottom of the bay where the shipping lies, and where business is carried on; and the upper town, built on a hill immediately behind the lower. The view of the port, with its white buildings and terrace-like form, is very striking from the water. The streets, however, are poor and ill-paved, and there are not many good houses; the best building in the place belongs to the president, who is seldom there, and which stands empty. The inhabitants are estimated at from 6,000 to 7,000.

There is a good market place; a spacious and rather handsome parish church, and a strong prison. The public school of Jacmel is conducted on the monitorial system, under the care of an accomplished black man, who has about 70 scholars. There are also three private schools, where about 120 boys and girls are educated.

The river Gauche, with its many mouths, empties itself into the bay west of the town.

Landing is effected by the steamer's boat. The steamer makes no delay, as she merely exchanges mails and passengers. Passengers' luggage must pass through the Custom House, but this is little else than a formality, and occasions very little trouble.

Lodging-houses are of an inferior description, and of hotels there is not one; but persons arriving generally bring letters of introduction to residents which procure for them a hospitable reception.

No passport is required on arriving, but a complimentary visit is expected to be paid to the governor: natives are necessitated to procure passports on leaving the island.

One or two regiments of regular troops and a Guard National of about 600 men are generally at Jacmel.

Port au Prince, as well as Jacmel, is indifferently supplied with medical practitioners—the latter place has been pointed out as affording a good opening for a young medical man.

Jacmel is considered very healthy. Communication with the interior is made solely on horseback, as the roads will not admit wheel carriages. The journey to Port au Prince, 75 miles, is made in a day and a half; horses may be hired for the journey at 30*s*. each; baggage animals, and guides at the same rate. Aux Cayes, where several English merchants reside, is three days journey from Jacmel.

DURO DE CORTICE FRUTUS QUAM DULCIS.

JAMAICA.

The distance from Jacmel to Kingston, Jamaica, is 255 miles.

This island, called by the natives, Xaymaca, which signifies a country abounding in springs, was discovered by Columbus on the 3rd of May, 1494. It is somewhat of an oval shape, about 160 miles long and 45 miles broad, and contains 4,000,000 of acres. Almost any temperature can be obtained from 80° at Kingston, to 42° on the summit of the mountain range. The air in the country is very light and enlivening, producing great cheerfulness and buoyancy of spirits. The Blue Mountains are an elevated ridge towering in some places to nearly 8,000 feet above the level of the sea, and running longitudinally through the island east and west.

The Blue Mountains are sometimes in view ere we

enter Kingston harbour. The scenery of this magnificent island is truly delightful.—The predominant features of the landscape are grandeur and sublimity. "When I first approached the south side of the island by sea," writes an enthusiastic traveller, "and beheld from afar such of the stupendous and soaring ridges of the Blue Mountains, as the clouds here and there disclosed, the imagination was filled with admiration and wonder. Yet the sensation which I felt was allied rather to terror than delight. Though the prospect before me was, in the highest degree, magnificent, it seemed a scene of magnificent desolation. The abrupt precipice and inaccessible cliff, had more the aspect of a chaos than a creation; or, rather, seemed to exhibit the effects of some dreadful convulsion, which laid nature in ruins. Appearances, however, improved as we approached; for, amidst ten thousand bold features, too hard to be softened by culture, many a spot was soon discovered where the hand of industry had awakened life and fertility. With these pleasing intermixtures, the flowing line of the lower range of mountains (which now became visible, crowned with woods of majestic growth) combined to soften and relieve the rude solemnity of the loftier eminences; until at length the Savannas at the bottom met the sight. These are vast plains, clothed chiefly with extensive cane-fields; displaying in all the pride of cultivation, the verdure of Spring, blended with the exuberance of Autumn; and they are bounded only by the ocean, on whose bosom a new and ever-moving picture strikes the eye; for innumerable vessels are discovered in various directions, some crowding into, and others bearing away from, the bays and harbours with which the coast is everywhere indented."

"The unimaginable luxuriance," remarks another writer, "of the herbage, the singular exotic appearance of all around, the green-house-like feel and temperature of the atmosphere, and the fresh flush of vegetable fragrance wafted from the shore, are all calculated to regale the senses, exhilarate the spirits, and diffuse through the soul a strange delirium of buoyant hope and joy. Jamaica, in a word, may be reckoned among the most romantic and highly-diversified countries in the world; uniting the rich magnificent scenery with waving forests, never-failing streams, and constant verdure can present, heightened by a pure atmosphere, and the glowing tints of a tropical sun.

The rivers, including springs and rivulets, have been estimated at upwards of 200 in number: about 40 are of the largest class. From the mountainous nature of the country, and the huge masses of rock that frequently obstruct their course, they are often precipitous, and exhibit numerous and beautiful cascades, now bursting headlong in the foam and thunder of a cataract.

The southern shores of Jamaica, diversified as they are with hill and dale, timber and cultivation, and the Blue Mountains for a back ground, afford a delightful *coup d'œil*, though usually considered far inferior to the north side of the island. But the prospect on rounding the point, and entering the harbour of Port-Royal, is truly superb.

On the south side of the island, the sea-breeze from the south-eastward comes on at nine or ten in the morning, and gradually increases until noon, when it is strongest; at two or three in the afternoon its force diminishes, and in general entirely ceases

by five or six o'clock. About eight in the evening the land-breeze begins; this breeze extends to the distance of four leagues to the southward of the island. It increases until midnight, and ceases at about seven in the morning. These breezes render the temperature of Jamaica, which would be otherwise excessively hot and unfavourable to Europeans, tolerable; in the high grounds it is temperate, pure, and cooling.

Dews are abundant. More rain falls on the north than on the south side of the island. On an average of five years it rained 116 days; the fall is 50 inches. The difference of temperature between the north and south sides of the island amounts to 5° during the whole year, and in the first three months in the year from 8° to 10°.

By the treaty of 1670 the island of Jamaica was formally ceded by Spain to England. In 1678 an attempt was made by Charles II. to govern this island by laws passed in the Privy Council. The scheme is described by Mr. Edwards in the following words,—"A body of laws was prepared by the Privy Council of England, among the rest a bill for settling a perpetual revenue on the Crown, which the Earl of Carlisle was directed to offer to the Assembly, requiring them to adopt the whole code without amendment or alteration. In future, the heads of all bills (except money bills) were to be suggested, in the first instance, by the Governor and Council, and transmitted to his Majesty to be approved or rejected at home; on obtaining the royal confirmation, they were to be returned under the great seal in the shape of laws, and passed by the General Assembly, which was to be convened

for no other purpose than that and voting the supplies; unless in consequence of special orders from England." The success of the experiment upon Barbadoes (p. 25), had probably stimulated the King and his Ministers to this attempt, which in grossness, indeed, exceeded the former. The people of Jamaica, however, possessed the advantages of having an existing assembly,—their titles to their lands were not impeached,—and there had already begun a reaction in the minds of the English people, who were no longer so eager to please royalty at the expense of all that was just and honest, as they had been when Charles I. returned among them. Thus assisted, the colonists were successful at this time in their resistance. However, the great object in view, that of obtaining a perpetual revenue from Jamaica, was pertinaciously followed by the successive ministries from the second Charles to the first George; and at length, in 1728, a compromise was effected. The Assembly consented upon certain conditions to settle on the Crown a standing irrevocable revenue of £8,000 a year. The conditions were, 1st. That the quit rents arising within the island (then estimated at £1,460 per annum) should constitute part of such revenue; the 2nd was, That the body of their laws, the confirmation of which had been suspended by previous ministries in order to compel submission to the Home Government, should receive the royal assent; and 3rd. That such laws and statutes of England as had been at any time esteemed, introduced, used, or received as laws in this island, should be and continue the laws of Jamaica for ever.

The Governor, the Chief Justice, the Attorney-General, the Bishop, the Commander of the Forces,

and the Chancellor, are all members of the Council, *ex officio*, and the others are selected from the most respectable and opulent of the inhabitants. They are twelve in number, and are addressed by the title of honorable. The Assembly consists of 47 members, being two representatives to each parish, and an additional one to the towns of Spanish Town, Kingston, and Port-Royal. Its duration is seven years. The qualification of a representative is the possession of a freehold of £300 per annum in any part of the island, or a real and personal estate of £3,000. One elector must possess a freehold estate in the parish in which he votes of the value of £6 sterling, or at a rent charge of £30 sterling, recorded in the island secretary's office for twelve calendar months, and the right of voting thereon entered in the parish books, in the office of the clerk of the vestry, or clerk of the common council, six calendar months. He must be twenty-one years of age; and actually pay taxes to the amount of £3 sterling per annum. His specific place of abode must also be registered. He must take an oath as to his actual possession of the property; present a rent receipt from his landlord, and pay his taxes up to the term of his claiming to vote, and in continuity afterwards, as a condition of his continued privilege.

The chief justice is nominated by the Government of England. The present possessor of this high office is his honour Sir Joshua Rowe. He is associated with two duly qualified assistants, the Hons. W. C. M'Dougal and W. Stevenson. They hold their offices at the pleasure of the Queen in council, and have each a patent of office under the great seal of the island, as is the case with the

judges and principal officers of all the other courts, who are removable only by the sanction of the Queen in council. Their salaries are paid by the island, and are as follow:—The chief justice, £4,000 per annum, and each of his associates about £2,000. The whole annual cost for the judicial establishment is £23,476.

The annual revenue of Jamaica, including the local taxes of the different counties and parish vestries, is estimated at £600,000. It sustains its own government, and its ecclesiastical, naval and military establishments, (the salaries of the bishop and archdeacon excepted,) besides yielding an annual revenue to the Crown of £10,000.

The island is divided into three counties, Middlesex, Surrey, and Cornwall; and these are subdivided into twenty-three parishes. It contains six towns and twenty seven villages, independently of those which have been recently established by the peasantry.

Port-Royal harbour is formed by an inlet of the sea, between the main-land and a long sand-bank, called the Palisades. At the point of this sand-bank stands Port-Royal, the principal naval station in the West Indies.

The steamer goes right up to the Royal Mail Company's wharf at Kingston. Passengers get on shore directly from the ship to the wharf; or, if by shore-boats, for 6*d.* or 1*s.* each passenger, according to distance and luggage. This latter is examined at the wharf by the custom-house officers, who invariably show every consideration. Articles introduced as *merchandize*, and of British manufacture, pay an inland duty of 4 per Cent.

Kingston is a large town, lying on a slope, with straight and moderately wide streets, but unpaved and dirty; the sand is many inches deep, and filth is allowed to remain a long time in the streets. Many houses are, however, extremely good and comfortable; they are generally of two stories, with verandahs above and below.

The English and Scotch churches are elegant buildings; the former is built on a lovely spot commanding a splendid view of the city, the plains around, the amphitheatre of mountains, and the noble harbour of Port-Royal. At the top of the declivity on which Kingston is built, are the barracks, called Up Park Camp.

The money is British sterling, as in England. All sorts of monies pass current. There are three banks, the Colonial, the Jamaica, and the Planters; all of first character and respectability.

Hotels and lodging-houses are both numerous and respectable; of the latter, Mrs. Edwards's, Lower King-street, is to be recommended. The charge of living is generally about 8*s*. per day, or 40*s*. per week,—wines extra.

All the conveniences for travelling are to be had in Kingston. Gigs, phætons, saddle-horses, and mules, can be hired at about the following terms:

Gigs, for morning or evening drives	8*s*.
,, for the day	about 20*s*.
Phæton and pair, morning or evening	20*s*.
,, for the day	48*s*.
Saddle-horses	per day 16*s*.

The city abounds with livery stables.

Passports are only needed when going to foreign

countries. The cost of obtaining one is 12*s.* to 14*s.*; the party must attend personally on the different consuls.

Kingston has almost daily communication, by small schooners, with the several other ports round the island. In these there is generally fair accommodation for six to eight passengers.

The places of worship are almost of every denomination and creed. There are some first-rate schools, and instruction is given in several languages.

The two theatres in Kingston are not much encouraged. Occasionally a company of Italians come from the Havana and give operas for a couple of months.

The merchants have their commercial and reading rooms, which are regularly supplied with English, American, and other foreign and West Indian papers, periodicals, &c. These rooms are open from 7 a.m. to 5 p.m.; they are large and airy, and are in connexion with one of the hotels, being under the same roof.

In the upper part of the town there is also an extensive and respectable club-house, or Athenæum, to which is attached a surperb library, billiard rooms, &c.

The regular troops are thus in general apportioned:—

In Kingston . .	150	
Newcastle . . .	700,	distant 15 miles.
At Up Park Camp.	500	,, 2 miles.
Port-Royal . .	300.	

There are usually one or two ships of war at Port-Royal, and a Government steamer.

The stranger will see many things worthy of notice

in Jamaica. All the natural productions are different to those of Europe. The pimento or Jamaica pepper-tree, which produces the "all-spice,"—of lofty grey trunk, and dark, polished, fragrant leaf, attains considerable size,—its green foliage often relieved by its delicate white blossom. The spice is a small berry which grows in bunches, and when ripe is like the elderberry in size and colour. Even the leaves of this lovely tree when pressed emit a strong aromatic odour. When swept by the breeze they shed their spicy fragrance through the air, imparting a charm to nature truly indescribable. The lignum-vitæ, profusely adorned with small blue blossoms; the date palm, much exceeding the cocoa-nut tree in the luxuriance of its branches, and many delicate kinds of acacia. The mango trees may be said to cover the country, and, during the four summer months, afford abundance of delicious food to man, mules, horses, cows, and pigs. All animals seem equally fond of this fruit. Altogether there are fifty varieties of excellent timber, available to the architect, the millwright, and the cabinet-maker. The birds also are numerous, beautiful and sweet-voiced. The turkey-buzzard is here protected from the fowler, because of its great use in clearing carrion away, and other sorts of unhealthy garbage.

The other objects of interest are the Botanic Gardens at Bath, distant by the Port Road 48 miles; the Falls, distant about 8 miles on the Windward Road; two copper mines, yet in their infancy, in the Port-Royal mountains; the Silk Company's Works; the Blue Mountain Peak, distant 30 miles, the access to which is not now difficult for riding. This Peak is about 8,000 feet above the level of the

sea. The scenery is most romantic through these rides, and the views extensive and magnificent.

About 36 miles from Spanish Town, in the parish of St. Ann, are the works of the Jamaica Silk Company. This company was incorporated by a local act, dated July, 1841. They purchased 378 acres of John Wilson Davis, Esq., on which they have erected two iron buildings and two wooden houses, and planted upwards of two hundred acres with mulberry trees. The place is called Metcalfe Ville, after their late much-esteemed governor Sir C. Metcalfe. The soil is a red marl, impregnated with iron, and suits the mulberry trees extremely well, and the climate in that part of the island is most congenial, the thermometer ranging from 56° to 75° F. In this climate the mulberries are evergreen, and are sufficiently advanced in 12 months to produce food for the worms; in the temperate zones the trees generally take five years to come to the same perfection. They are not allowed to grow into large trees, but are cut down after attaining a certain height, and then spring up afresh from many stems. One of the iron buildings is 225 feet long by 68 feet wide, and 35 feet high. It is furnished with railways and carriages for the conveyance of the food to the height of the shelves where the insects are placed: this is the Cocoonery. Another of the iron buildings, called the Filature, is 110 feet by 50, in which is the reeling apparatus, worked by steam. As silk-worm's eggs require from six to eight months to mature before they hatch, it has been found necessary in this climate to give the eggs an artificial winter, otherwise they would dwindle and die. This artificial winter is obtained by the eggs being put into jars, and these into charcoal, and

placed in an ice-house. The worms can thus be taken out according to the time the animal requires for maturity, and the food is always ready for its support. But Mr. S. Whitmarsh, the founder and manager of the company, writes that he has succeeded in "Creolizing" the silk-worms, as he calls it; and as this is of rare occurrence, we give the account in his own words:—"On the morning of 29th April, 1843, as I was examining a cloth of eggs just about to be laid away till the next season, I discovered that the eggs of one 'miller' had hatched,—the others remain dormant to this day, now nearly a year. I fed the live ones carefully, but out of 450 cocoons obtained only one pair of 'millers' to reproduce in ten days; these again, though fed carefully, dwindled away till all but one pair died, evidently from weakness. I persevered, however, watching the whole with great interest. For the third time, I procured but one pair from 450, but this pair was decidedly stronger than the former ones. The fourth time seven pairs were saved; and from that time they have been gradually improving, till now the eighth generation are the finest and best worms I have ever seen; the cocoons cannot be equalled. I have by crossing obtained the different varieties, all but one producing cocoons of the most brilliant whiteness. India and China have ten-day varieties, but they are so small, and yield so little silk, that they are not worth notice; but those of mine are superior to any of the annual varieties, and will, no doubt, improve by careful cultivation."

A few samples of the silk spun at this place, were brought to London by Mr. Whitmarsh, and submitted to some of the best judges of the article;

and before it was known from whence it was brought, they pronounced it to be first-rate silk, and then worth in the market from 22*s.* to 32*s.* per pound. These samples were wound by hand, and before the steam machinery was erected.

The black and coloured work people seem to like the occupation very well; and the Company have distributed to all that wished them, mulberry cuttings, to encourage the peasantry themselves to cultivate the worm.

We have been desirous of giving full particulars of this very interesting company, for no doubt what has been accomplished in Jamaica can also be done in other of the West India colonies. The manufacture of silk seems to be one of the many available resources of these countries, and will afford profitable employment for a numerous class of coloured work-people, who are not adapted to field labour. It is to be hoped that the Jamaica Silk Company will meet the success it deserves, and that other islands will be stimulated to similar exertions, in the production of an article of such extended use and unlimited consumption.

In October, 1843, a General Agricultural Association was formed, of which Her Majesty has since become the patroness. The objects of this society are stated to be, to publish information contained in agricultural and other scientific works,—to have experiments in agriculture tried,—to improve the condition and promote the education of the peasantry, —to improve the veterinary art,—and to correspond with other societies. The Rev. Dr. Stewart is the Hon. Secretary.

The consuls resident in Kingston are, Colonel

R. M. Harrison, for the United States; J. L. Dugusnay, Esq., for Spain; Don J. F. Martin, for New Grenada, Colombia, and Mexico.

R. Currie, Esq., is the agent to the Royal Mail Steam Packet Company.

	Baptisms.	Marriages.	Burials.
1840	6,530	2,919	1,506
1841	5,823	2,315	1,691
1842	4,817	1,535	1,643

MILITIA.

	Infantry.	Cavalry.
1840	9,035	554
1841	9,066	546
1842	8,601	572

SCHOLARS, (sexes not distinguished.)

	1840.	1841.
Church of England.....	6,026	6,655
Wesleyan Methodists.....	2,741	2,541
Baptist	2,051	
United Brethren.....	1,428	
London Missionary Society	480	651
Scotch.....	1,924	
Jamaica Missionary Presbytery....	451	
Mico Charity.....	.....	2,513
	15,101	12,360

SHIPPING.

Inwards.	Ships.	Tons.	Men.	Outwards.	Ships.	Tons.	Men.
1840 ..	843	118,237	7,206	1840 ..	687	93,879	5,774
1842 ..	765	126,593	7,194	1842 ..	738	118,665	5,830

No returns for 1841.

WAGES OF LABOURERS.

	1840.	1841.	1842.
Domestic, per week..	10s. to 16s. ..	10s. to 16s. ..	7s. to 16s.
Predial, per day..	1s. 6d. to 2s. 6d..	1s. 6d. to 2s. 6d....	1s. 6d.
Trades.....	3s. to 4s. 6d.....	3s. to 4s. 6d.....	4s. 6d.

Prices of Provisions.

	s.	d.		s.	d.		s.	d.
Wheaten Bread, pr 17 ozs.	1840	0	4½	1841	0	4½	1842	0 4½
Beef, per lb.	,,	0	6	,,	0	6	,,	0 6
Mutton ,,	,,	1	3	,,	1	3	,,	1 3
Pork ,,	,,	0	9	,,	0	9	,,	0 9
Rice, per quart	,,	0	6	,,	1	6	,,	0 6
Coffee, per lb.	,,	2	0	,,	2	0	,,	1 6
Tea, ,,	,,	8	0	,,	8	0	,,	8 0
Sugar, brown	,,	0	9	,,	0	9	,,	0 4½

Amount of Paper Currency at close of 1842.

Island Checks	£40,000	0	0
Colonial Bank Notes	80,247	9	0
Jamaica ditto	84,887	0	0
Planters' ditto	62,466	7	0
	£267,600	16	0

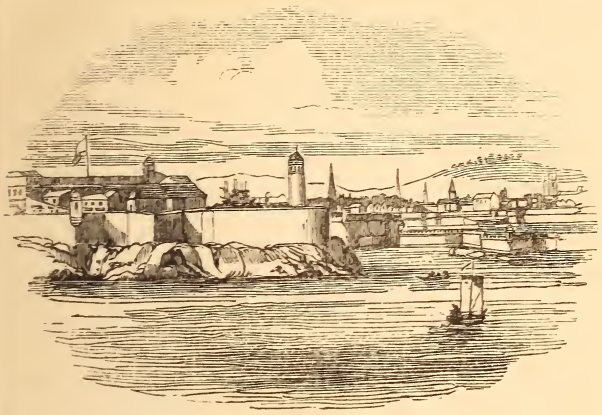
Declared value of Imports and Exports in 1840 was—
Imports.. £2,183,917. Exports.. £2,208,985.

The proportion of Compensation, paid under the Emancipation Act—£6,161,927 5s. 10d., sterling.

The following Newspapers are published in Jamaica.

Jamaica Times, at Kingston	Daily ..	by J. O. Clerk, established 1843.
Morning Journal, at ditto	Ditto ..	,, Jordan and Osborn, established 1838.
Jamaica Despatch, at Kingston	Daily ..	by J. Lunan, established 1832.
Royal Gazette, at ditto	Ditto ..	,, O. Shannon, established 1779.
Middlesex Gazette, at Spanish Town	Wednesd. & Saturday	,, Judah and Nelme, established 1843.

Cornwall Courier, at Falmouth....	Wednesd.	,,	Executors of Wm. Dyer, established 1822.
Falmouth Post, at ditto.....	Wednesd. & Saturday	,,	J. Castello, established 1835.
Baptist Herald, at ditto.....	Wednesd.	,,	W. Knibb, established 1840.
Cornwall Chronicle, at Montego Bay.	Wednesd. & Saturday	,,	A. Holmes, established 1781.



HAVANA.

The island of Cuba, of which Havana is the capital, is situated between 74° and 85° W. long., and 19° and 23° N. lat. The form of the island is exceedingly irregular, approaching that of a long narrow crescent, the convex portion of which looks towards the north. It is the most westerly of the West India islands, and compared with the Archipelago, has decidedly the greatest superficial extent of territory. Lying in the mouth of the Gulf of Mexico, it leaves two spacious entrances; one of which, between the most northerly part of the island and the southerly point of Florida, is 32 leagues wide; and the other, between the most southerly point of Cuba and northerly of Yucatan, is 38 leagues. From St.

Domingo it is distant 14 leagues, and from the most southerly of the Bahama islands the distance is 15 leagues. Its greatest length, in a straight line from E. to W., is 572 miles. The superficial or territorial extent is 31,468 square miles. The narrow form of the island, and the cordillera of mountains which divides it into two unequal sections throughout its whole length, leaves a very limited course for its rivers and streams, more especially those that belong to the northern side. In the rainy season they become torrents, but during the rest of the year they are nearly dried up.

The distance from Kingston, Jamaica, to Havana, is 740 miles. The course of the steamer is south of Jamaica and of Cuba, round Cape Antonio. Cape Corrientes is also passed, and has sometimes been mistaken for Cape Antonio, which is more to the westward.

The first sight of the Havana from the entrance of the harbour is exceedingly cheerful and picturesque. In the back ground the gigantic palm trees seem to overlook the city, and to form for it a magnificent frame-work of the richest verdure; while on the other sides the panorama is completed by the animated harbour within, covered with the flags of every nation, the rocky eminence at the entrance, and the formidable fortifications by which the whole are protected. The most agreeable land view which can be had of the city is perhaps to be found from the hill called the Indio, on the road between Regla and Guanabacoa on the other side of the harbour. The harbour is one of the best in the world, being deep enough for vessels of the largest class, and sufficiently capacious to accommodate a thousand

ships. The entrance is by a channel three-quarters of a mile long, but so narrow that only a single vessel can enter at once, and fortified through the whole distance with platforms, works, and artillery. The mouth of this channel is secured by two strong castles. That on the eastern side, called the *Morro Castle,* is built in the form of a triangle, fortified with bastions, and mounted with forty pieces of cannon, almost level with the water. On the opposite side of the channel is another strong fort, called the *Puntal,* connected with the town, to the north. The city is situated on the western side of the harbour, and is surrounded by ramparts, bastions, and ditches. Besides these fortifications it is surmounted with works, all of them furnished with artillery, even to profusion. A square citadel *(El Fuerte)* stands at the N.E. corner of the town: this work has, also, heavy cannon; and here the treasures of the government are deposited.

In 1672, during the war with Spain, the English under Lord Albemarle laid siege to Havana, and took it after a desperate assault. On the 6th of June of that year, the British squadron, counting 250 vessels of all sizes, appeared off the coast. The Spaniards had a large fleet of ships of war in the harbour, had mounted their fortresses with heavy guns, and made all necessary warlike preparations. They had in the forts and city of regular troops and militia, 27,610 men under arms. The priests and women were sent out of the city, and vast preparations were made to stand a siege by laying in ample supplies of provisions. They sunk three ships in the harbour's mouth to prevent the entrance of the British fleet, and their fortresses

were defended by men of great courage and valour. The British land forces numbered 14,041 men of all arms; their loss was very considerable both by the climate and from the desperate defence of the enemy. The Cabanas soon fell into the hands of the English, who approached from the land side, having landed the troops to the east of Havana. But it was not until after 44 days of unwearied exertion, with a loss to the Spaniards of upwards of 1000 men, that the Morro was taken. With the Morro, 304 pieces of cannon, 11 mortars, and a large supply of small arms and ammunition, fell into the hands of the English. Still, however, the Spaniards bravely defended the city, but the English, who now could turn their own cannon against them, demolished all their fortifications, and after some slight delay in negotiation, the city of Havana finally was taken possession of. It was just two months and eight days from the date of the arrival of the expedition to the day that the British took possession of the city. With the capital there was given up the whole territory annexed to it,—extending 180 miles to the westward; so that this conquest was the most considerable, and in its consequences the most decisive, of all that had taken place throughout the course of the war. It had besides all the effect of a naval victory. Nine ships of the line fell into the hands of the conquerors; three had been sunk in the harbour; and two, far advanced on the stocks, were destroyed. The loss to the Spaniards in ships of war, merchant ships, money, tobacco, and other articles of value, was estimated at £3,000,000 sterling. On the return of peace in 1763, Havana was restored to the Spaniards. The keys of the city

were formally delivered up to the Conde de Ricla, on whom the government had been conferred on the 7th of July in that year, and the English garrison was embarked for Europe.

In the city the streets are in general so narrow, that except where one crosses another, it is with difficulty that the peculiar carriage of the country, the *volante*, with its long shafts and enormous pair of wheels, can be made to turn; but in the suburbs, the streets are better laid out and more spacious. The suburbs now cover more ground and contain a larger population than the city itself. Latterly the regulations of the police, and the cleanliness of all parts of the town, have much improved. The wharves of the Havana, at which merchant ships discharge, are large and serviceable. The ships lie while discharging with their stems and sterns to the shore; and in that way 36 ships of the largest class, and an equal number of coasters have frequently lain there alongside each other.

Passengers are landed by shore-boats; the steamer lies at about a mile from the shore. The usual charge is ½ to 1 dollar, according to the weather; an agreement should be first made with the boatmen.

Luggage must be sent to the custom-house, and passengers attend either personally, or send their keys to the custom-house officers. These officers are particularly sharp at detecting anything new, on which duty should be charged.

No passengers can land unless they have passports and *fiadors;* and persons having neglected to procure them, have not only been refused permission to land, but have been kept on board the ship during her stay, and sent back in the same ship in which they came.

On leaving, parties must attend personally to receive their passports. The cost is $6\frac{1}{2}$ dollars each.

The following Official Notice was issued by His Excellency the Captain-General of Cuba, 23rd Nov. 1843:—

I.—That the Captains of Vessels of every Nation, upon arriving at Ports in this Island, shall deliver to the "Adjutant of the Visit" a List of all Passengers on board, signed by the Captain.

II.—That if Passengers arrive by the said Vessels with a view to remain, and not "in transit," the "Adjutant of the Visit" shall collect the Passports and examine them, and if he find them regular and in order (see Article V.), shall permit the Passengers to land, under this positive understanding, that they present themselves within twenty-four hours at the "Political Secretary's Office," to take out the proper permit of disembarkation, accompanied by a responsible person as Surety to the Government for their good conduct during One Year of residence in the Island.

III.—That those who do not comply with these conditions, or who arrive without proper Passports, shall pay a Fine of from Ten to Twenty-five Dollars, and yet remain amenable for any infraction of the Island Regulations they may be guilty of.

IV.—Passengers who do not deliver their Passports to the Adjutant at the time of "Visit," in the manner herein set forth, or who fail in any of the formalities indicated, *are not to land without special permission*, which will be given them *after* they have entered into the required Sureties.

V.—To determine what Passports are in proper form, it is to be understood all such are, as are granted to Passengers by the Local Authorities of the places where they embark, if Spaniards; and if Foreigners, in addition thereto they shall be *vizé* by the Spanish Consuls at such Ports.

VI.—Under the like formalities of presenting a List of Passengers, signed by the Captain, and of its previous comparison by the "Adjutant of the Visit," (but without taking away their Passports), all Passengers arriving by Vessels that touch at or

put into Ports in this Island, "in transit," may disembark under the responsibility of their Consignees, or of the House to which they may be addressed.

VII.—Captains or Commanders, who, without delivering a signed List of their Passengers to the Adjutant, permit them to disembark, or conceal any of them on board, shall suffer a Fine of from Fifty to One Thousand Dollars, according to the degree of the offence.

(Signed) Jos. T. Crawford, *Consul. Gen. in Cuba.*

Consul General's Office,
Havana, 24*th Nov.* 1843.

To obtain a passport, application must be made by letter from a banker, member of parliament, or a well known merchant to the Secretary of State for foreign affairs; the word "Passport" being written in the left hand corner,—and on the following day the passport can be obtained on application at the Foreign Office, 16, Downing Street, and payment of £2 7*s*. 6*d*. This must be *vizé* by the Spanish Ambassador at 22, Gloucester Place, but for which no charge is made.

The effect on entering the city is most striking to a stranger, especially to an Englishmam. Houses, shops, men, women, costumes, animals and carriages, all present a remarkable contrast to anything English. The shops are open to the street.

There are several hotels. That most frequented by the English and Americans is called the "Mansion House," or, "La Fonda de los Americanos," in the Calle de Obra pia. It is kept by Americans; is a good house and of large proportions. The dining room is 90 feet in length, and the principal corridor more than 200 feet long, yet it is not considered a very large house in Havana, some of those

belonging to the higher classes being much more extensive. The doors and windows of these houses are generally very large and lofty; the latter are open from the floor of the room, and are not glazed, but are secured by iron or wooden bars, which give them a prison-like appearance. The rooms, in general, contain very little furniture.

There has not been any regular census of the whole population since the year 1827, when it amounted, including whites, free negroes, free people of colour and slaves, and also including the troops, the crews of vessels in the harbour, the followers of both, and other transient persons, to 730,562. But since 1827, the general population must have considerably encreased. As regards the free inhabitants this is proved by the exorbitant rents which are obtained for houses in towns notwithstanding the vast numbers which have constantly been building. At Havana it is not unusual to pay as much as £300 sterling a year for a house of not more than five or six rooms; and even then the indispensable *volante* must stand in the lobby or gateway, and not unfrequently in the principal sitting-room, for the reception of visitors.

The dress of the whites varies very little from that of Europe. The coloured people dress as they can, some being almost naked, while others are very smart. "I noticed one black beauty," writes a friend, "who wore a white muslin dress, a bright scarlet shawl, and light blue shoes."

Doubloons or onzas, dollars, pesos and reals, are the current monies.

Mr. Turnbull gives the following description of the bank:—"The only incorporated banking establishment at the Havana is that called the Royal

Bank of Ferdinand the Seventh, which was created in the year 1827, during the administration of Ballasteros at Madrid, at the instance of Senor Penillos, since raised to the dignity of Conde de Villanueva. The first directors were the Conde de Santovenia, the Conde de la Reunion de Cuba, and Don Joaquin Gomez. The capital of this bank, amounting to a million of dollars, was provided by the Spanish government. Its business is confined to the discounting of promissory notes and bills of exchange; and the directors are prohibited from engaging in any other speculation, however lucrative it may appear, under the pain of being held personally responsible. The rate of discount is fixed at the rate of 10 per cent. per annum; the currency of the notes or bills of exchange discounted is limited to three months, and the directors are forbidden to give credit to any one individual, or to any single house of business, beyond the limit of ten thousand dollars. Two signatures satisfactory to the majority of the directors are declared to be indispensable; and unusual precautions are taken for the preservation of secrecy, in the event of rejection. Should the bills or notes discounted remain unpaid at maturity, the directors are authorised, if the debtor be a merchant, to seize the goods which may stand in his name at the custom-house, or in the bonded warehouses of the government; and if he be a planter or *hacendado,* they are in like manner authorised, should sufficient produce not be forthcoming, to confiscate his domestic slaves and his household furniture; and should these also prove insufficient to extinguish the debt, then authority is given to attach the field slaves, and live stock, and

such other personal property as may be found on the debtor's estates. After such confiscation the directors are prohibited from interrupting the proceedings against the debtor, by the acceptance of security for the debt, or on any other ground but the actual payment of the money. No new discount is to be given to an individual or a house of business once guilty of irregularity in their payments, for a period of three years at least, however much their circumstances may in the mean time have improved; and individuals applying for discount are to understand that they renounce in favour of the bank all personal privileges and immunities to which they may be entitled. Even the dowry of the wife is declared to be liable for the whole amount of the bank's claims against the husband.

"The directors of the bank are held responsible for their proceedings to the government to the extent of a hundred thousand dollars each. For this amount, hypothecs or mortgages over real property are to be taken. The cashiers, book-keepers, clerks, and servants of the bank are named by the directors, by whom the salaries are fixed. Each director is to keep one of the three keys of the strong box; and no payment is to be made without the presence of at least one director, who may receive and use the keys of his colleagues. The responsibility of the directors is limited to the case of their granting discounts to persons not known to be in the possession of property, and in the notorious enjoyment of credit; and to their infringement of the rules of the bank, which, in this respect, are assimilated to the laws which govern the administration of the national finances. An account is to be presented to the President, weekly,

of the state of the funds; and once a month he is to assist, in person, at the verification of the cash, which the directors are required to have balanced. At the end of each year, a general balance of the affairs of the bank is to be struck, and after being examined by the Court of Accounts, and approved of by the President, it is to be published for public information. The directors are authorised to appropriate 20 per cent. of the profits during the year to the payment of the salaries of the officers of the establishment and the other expenses of management. The business of the bank has hitherto been in a great measure confined to the management of the financial affairs of the colony. No notes are issued; but provision is made in the *Reglamento,* or code of laws for its government, that in the event of its becoming desirable to augment the active capital, deposits may be received and interest paid thereon, at the rate of 7 per cent. per annum. Should the property of foreigners be so deposited, it is declared to be under the royal protection, and not be liable to confiscation or attachment on account of war, or reprisals, or under any other pretext whatever. These provisions of the code for the increase of the capital have not, however, yet been acted on; so that, upon the whole, its capital is too small, and its management too complicated to enable the institution to be of much practical use to the public."

The periodical literature of the island is more considerable than might have been expected, under the paralyzing influence of an unsparing censorship. There are eight newspapers published in Cuba, of which four are daily, viz., the *Diario de la Havana,* and the *Noticioso y Lucero,* both belonging to the

capital, and the circulation of which are said to be considerable, the *Aurora*, of Matanzas, and the *Redactor de Cuba*, published at Santiago. The other four are the *Eco de Villaclara*, the *Correo de Trinidad*, the *Gaceta de Puerta Principe*, and the *Fenix of Sancti-Spiritus*. Besides the newspapers, there are published at the Havana, several literary periodicals, such as the *Album*, the *Mariposa*, the *Siempreviva*, the *Cartera*, and the *Memorias de la Real Sociedad Patriotica*.

The only carriages used in Havana are the "volantes," a sort of cabriolet with very long shafts and two wheels, each of them six feet in diameter, placed quite in the rear of the vehicle. A negro slave drives à la postilion, generally dressed in a smart livery. Agreements should be made with these drivers, when hiring them, as otherwise their demands are very exorbitant. Some of the private volantes are elegant, and the liveries exceedingly rich.

There are some charming promenades in Havana. The Paseo de Tacon, formed by the late Governor, is particularly worthy of notice. It is the rendezvous of the beau monde, especially on Sundays, when there is a constant succession of volantes. The Paseo is very long, and is ornamented with several fountains and statues. Another favourite place of resort is the Plaza des Armas near the Governor's Palace. Here, in a beautiful garden, shaded by various trees, the military bands play from 8 to 9 o'clock on several evenings during the week.

"I am delighted" writes Fanny Elssler, (Frazer's Mag. No. 171), "that I have come hither, not for the extension of my *renommée* merely, but rather for the charm I find in every thing that surrounds me.

The sky, the clime, its luscious plants,—the people, their generosity, their hospitality,—and scenes and sights that are so novel and pleasing,—all combine to make my residence here indescribably pleasant, and will furnish my memory with some of its most brilliant retrospections. . . . Imagine yourself just without the city walls, moving gently along on the aforesaid *volante* over a smooth road of upwards of a mile in length, planted on either side with double rows of young but thriving trees, adorned with graceful fountains in marble, whose trickling waters fall gratefully on the ears. At one end of the road we are just turning, you see a very noble edifice ; you mistake it for a nobleman's palace. Imposing as is its exterior, it is devoted to darkness and crime within : it is the Tacon Prison. In ascending you observe that this part of the road is but newly opened, and as yet incomplete. A fountain is erecting here, the grounds adjoining are being laid out for ornamental purposes, and there some pretty houses are in process of erection. On reaching the middle part of the promenade we find ourselves opposite the main entrance to the town, with a very striking building of great dimensions rearing its colonnade on the right. I look upon that, you see, with a familiar glance of recognition—that is the Tacon Theatre. We pass on and find ourselves in the most beautiful portion of the Paseo. It is evidently the favourite resort of the crowd. It is six o'clock, the witching hour; for now the scorching sun of noonday has passed on his fiery course, casting back the mild radiance of his declining rays, softening the beauty of earth, and shedding a glory upon the southern skies that it is delight to look upon. At this lovely hour behold

every city gate pouring forth its daily frequenters of the Paseo ; the walks are crowded by gay pedestrians in sociable converse ; while the stone benches, liberally provided for the loungers, are occupied by others who calmly gaze on the panorama before them, luxuriating in the passionate enjoyment of their *cigaritos*.

"On either side of the carriage-road is a string of *volantes* moving in opposite directions, of all shapes, colours, and pretensions,—the elegantly adorned and silver-embossed harness of the rich noble's "turn-out," to the more unpretending one of the homely cit. It is amusing to see the passion a Havaneco has for a *volante;* it seems with him the first necessary of life,—his *vade mecum,* his food and drink, making his life luxurious, and his ambition contented. There is more in this than the mere usage, or as determining his claim to respectable competence; in truth, the climate requires this indispensable *agrémen.* . . . Just look at those ladies in their open *volante* in full dress, as is the custom of an afternoon on the Paseo. Low dresses, short sleeves, no bonnets, a graceful mantilla supplies its place, fans in their hands, roses in their hair, fire in their eyes, mischief in their glances, smiling soft recognitions to friends and acquaintances. How could such things be if their *toes* were cold, and a sharp wind was making havoc with their noses? I tell you the air is balmy, the sky serene as a good woman's conscience, and the warmth languidly oppressive, and it is the 10th day of February, 1841."

There are two theatres; one called "El Teatro Principal," is close to the bay, and is remarkable for its curious roof, which is like a boat turned keel

upwards. The other, erected by General Tacon near the Paseo, and called "El Teatro de Tacon," is a large and elegant building. The interior is exceedingly light and chastely ornamented; the boxes are merely separated by a slight railing; and the pit-seats have backs and arms, and are numbered. Besides these theatres there is un Plaza de Toros, or place for bull-fights.

The cathedral will repay the traveller for a visit. It is a plain but noble building, and the monuments are disposed generally with good taste. It contains some good pictures and a fine marble monument, surmounted by a statue of the Virgin. On the right of this an urn, containing the remains of Columbus,* is

* The proper name of him whom we call Columbus, was in Italian *Christoforo Colombo;* given in Spanish as *Cristoval Colon;* in French, *Cristophe Colombe.* It has been Latinized into Columbus; but the "u," says a learned and ingenious friend, "is a barbarism, neither consonant with the genius of the language, nor with the fact as to the name." The birth-place of Colombo was Coguretto, a maritime village on the coast, about four leagues westward from Genoa: the same which is represented as Cogoletto and Cocolata. Here this illustrious man was born, in or subsequent to 1442, and he died at Valladolid in Spain, in 1506, where a tomb erected to his memory, was inscribed, "A Castillo y a Leon, Nuevo Mundo dio Colon." To Castile and Leon Colon has given a New World.

The following is from Washington Irving's most interesting account of the life and voyages of Columbus.

"The body of Columbus was deposited in the convent of S. Francisco, and his obsequies were celebrated with funereal pomp in the parochial church of Santa Maria de la Antigua, in Valladolid. His remains were transported, in 1513, to the Carthusian convent of Las Cuevas, at Seville, and deposited in the chapel of Santa Christo. In the year 1536, they were removed to Hispaniola, and interred by the side of the grand altar of the cathedral of the city of San Domingo. But even here they did not rest in quiet. On the cession of Hispaniola to the French in 1795, it was determined by the Spaniards to bear them off to the island of Cuba as precious relics, connected with the most glorious epoch of Spanish history. Accordingly, on the 20th December, 1795, in the presence of an august assemblage of the dignitaries of the church and the civil and military officers, the vault was opened beside the high altar of the cathedral: within were found the fragments of a leaden coffin, a number of bones, and a quantity of mould, evidently the remains of a human body. These were carefully

enclosed in the wall, behind a fine basso relievo, in marble, of the bust of the great navigator, the size of life, under which is the following inscription:—

"O Restos é Imagen del grande Colon
Mil siglos durad guardados en la urna
Y en la remembrancia de nuestra nacion."
O remains and image of the great Columbus,
For a thousand ages continue preserved in this urn,
And in the remembrance of our nation.

Opposite to the tomb of Columbus there is a small and beautiful painting, bearing date 1473, and said to represent the Pope and Cardinals celebrating mass previous to the expedition of Columbus.

"Besides the cathedral, the city contains nine parish churches; six other churches, connected with hospitals, and military orders; five chapels or hermitages; the Casa Cuna, a foundling hospital; and eleven convents, four for women and seven for men; some of which last, during the administration of Captain-

collected, and put into a case of gilded lead, secured by an iron lock; the case was enclosed in a coffin covered with black velvet, and the whole placed in a temporary mausoleum. On the following day there was another grand convocation at the cathedral: the vigils and masses for the dead were chanted, and a funeral sermon was preached by the archbishop. After these solemn ceremonials in the cathedral, the coffin was transported to the ship, attended by a grand civil, religious, and military procession. The banners were covered with crape; there were chants and responses, and discharges of artillery; and the most distinguished persons of the several orders took turns to support the coffin.

The reception of the body at Havana was equally august. There was a splendid procession of boats to conduct it from the ship to the shore. On passing the vessels of war in the harbour, they all paid the honours due to an admiral and captain-general of the navy. On arriving at the mole, the remains were met by the governor of the island, accompanied by the generals of the military staff. They were then conveyed in the utmost pomp to the cathedral. Masses and the solemn ceremonies of the dead were performed by the bishop, and the mortal remains of Columbus were deposited in the wall, on the right side of the grand altar, where they still remain."

General Tacon, were used as barracks and applied to other secular purposes. The other public establishments are the University, the Colleges of San Carlos and San Francisco de Sales, the Botanic Garden, the Anatomical Museum and Lecture-rooms, the Academy of Painting and Design, a School of Navigation, and seventy-eight common schools for both sexes. These places of education are all under the protection of the Patriotic Society, and the municipal authorities. The charitable institutions consist of the Casa de Beneficencia for both sexes, a penitentiary or Magdalen asylum, and seven hospitals, one of them containing a lunatic asylum.

There are several mineral springs in the island; and coal, highly bituminous and of an excellent quality, has been found close to the surface and within ten miles of Havana. But the roads are so bad that little of this has yet been worked.

There are frequent communications by steam from Havana to other parts of the island, viz.: three times a week to Matanzas, at the charge of 6 dollars; once a month to St. Jago de Cuba, by railway 42 miles, across to Batabano in the south, from whence the steamer starts for St. Jago de Cuba, calling at Cienfuegos, Trinidad de Cuba, Santa Cruz, and Manzanillo; and returning from St. Jago on the 14th of each month, calling at the same places. The whole passage is performed in six days, including landing and stoppages; passage and fare to St. Jago, including railway to Batabano, is 85 dollars.

To New Orleans there is communication twice a month, by the Alabama, American steamer. She stops at Havana from four and a half to six days, and is generally there when the Royal Mail steamers

arrive. She is a large and commodious vessel, exceedingly clean and comfortable. Her commander and part-owner, Mr. Windle, is an intelligent gentlemanly Englishman. She makes the passage to New Orleans in about three days and a half. Passage-money, 40 dollars, including an excellent table; wines and spirits extra.

The Government is a military despotism; there are about 16,000 military on the island.

The thermometer ranges from 60° to 96° of Farenheit, in the shade. Winter is the healthy season; it commences in November and lasts till February. It is generally in May that the rainy season commences, but sometimes it begins in April, and occasionally not till June. Of late years, however, the island suffers much more from excessive drought than from rain, this is ascribed, with some appearance of truth, to the cutting down of the trees. The dews are both copious, and to Europeans, dangerous.

There are many physicians. Dr. Meikleham, a Scotchman, residing near the cathedral is in high estimation.

Joseph Tucker Crawford, Esq., is her Britannic Majesty's Consul-General at Havana, and Agent for the Royal Mail Steam Packets.

Comparative Table of EXPORTS of SUGAR and COFFEE, from 1st January to 31st December, 1840, 1841, 1842, 1843,

FROM THE CIRCULARS OF MESSRS. DRAKE, BROTHERS, AND CO., OF HAVANA.

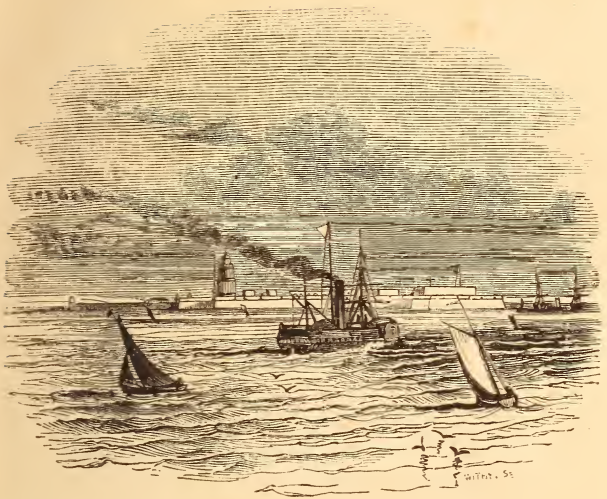
	SUGAR IN BOXES.							
	From Havana.				From Matanzas.			
	1840.	1841.	1842.	1843.	1840.	1841.	1842.	1843.
England	25,338	17,343	15,785	22,114½	3,625	2,974	1,535	8,252½
Cowes and a market	94,107	90,332	109,888	127,961	70,676	31,621	67,079	67,459
Russia	41,778	52,585	24,403	48,080	36,301	57,132	39,235	56,122
Sweden and Denmark	1,570	2,620	1,205	3,102	4,078	.....	.....	.....
Hamburgh	64,157	34,957	49,395	48,811	36,323	33,626	40,348	37,060
Bremen	14,991	11,147	15,067	12,038	8,833	6,213	10,570	4,253
Holland	15,084	15,397	11,804	14,274	4,466	6,154	3,564	5,265
Belgium	16,869	15,992	22,135	8,012	11,570	7,702	.....	4,429
Havre and Bordeaux	4,547	2,222	3,349	1,347	242	1,012	1,138	2,700
Marseilles	14,109	12,532	21,233	21,370	4,756	10,603	10,290	7,757
Spain	65,864	86,261	76,825	69,694½	17,116	29,500	21,498	16,532½
Italy	10,460	6,254	7,358	5,594	8,349	6,347	10,870	8,768
New York	21,287	37,616	22,982	20,604	9,016	14,447	14,894	15,140½
Boston	20,390	23,074	13,572	10,263	20,736	24,883	20,182	17,739
Charleston (S. C.)	1,652	1,765	2,030	1,072	7,652	7,824	7,193	5,179½
New Orleans	10,691	12,076	3,858	6,300	481	2,510	.....	.....
Mobile	569	138	102	146	.....	260	.....	.....
Other parts of the U. S.	14,058	7,667	8,583	3,223½	16,566	12,407	4,046	5,594
Various	6,803	4,486	5,891	4,997	2,429	6,752	8,324	8,441½
TOTAL	444,324	434,464	415,465	429,003½	263,215	261,967	260,766	270,692

The average net weight of a Box of Sugar is 400 lbs. British.

	ARROBES OF COFFEE.							
	From Havana.				From Matanzas.			
	1840.	1841.	1842.	1843.	1840.	1841.	1842.	1843.
England	20,670	13,031	60,074	2,990	.....	120	6	786
Cowes and a market	59,407	16,516	2,941	1,297	33,858	.....	1,651	4,954
Russia	186	551	4,424	678	1,890	90	3,274	969
Sweden and Denmark	6,092	.....	.....	14	336	.....	.....	.....
Hamburgh	87,351	29,626	90,964	127,097½	32,946	471	2,318	11,380
Bremen	60,595	45,488	56,238	24,501½	24,426	12,638	1,937	2,955
Holland	3,567	30	8,144	1,890	2,736	.....	.....	.....
Belgium	4,902	976	1,355	2,381	3,000	.....	.....	528
Havre and Bordeaux	112,732	75,585	123,273	54,782	6,912	.....	3,831	11,684
Marseilles	114,927	97,816	213,903	48,806	8,331	9,158	14,107	10,994
Spain	45,205	23,841	50,789	36,136½	16,720	9,484	26,513	4,192
Italy	76,484	17,334	56,402	51,781	2,701	1,374	22,203	841
New York	53,956	4,268	23,656	29,917	20,724	3,516	22,430	17,023
Boston	13,696	2,418	27,772	4,489	28,758	2,292	22,712	9,766
Charleston (S. C.)	27,122	15,121	8,475	12,596	21,476	16,419	23,180	9,411
New Orleans	426,883	272,102	185,674	217,806	79,313	31,496	.....	9,196
Mobile	81,337	65,691	48,849	23,174½	7,182	10,608	.....	.....
Various	69,914	40,215	10,500	31,209½	18,506	4,905	4,742	7,222
Other ports of the U. S.	2,835	4,879	40,364	37,454	19,474	5,628	12,469	15,195
Total	1,267,861	725,488	1,013,783	708,999½	329,289	108,199	161,343	117,096

The average net weight of an Arrobe of Coffee is 25½ lbs. British.

There were also shipped from Havana in the year 1840, 137,600 boxes of Segars, containing 1000 in each box, and 1,025,261 lbs. of leaf Tobacco. The receipts of the year in the treasury were 9,743,187 dollars, 1½ reals, or equal to nearly £1,960,000 sterling. In the same year, 1083 foreign merchant vessels entered the port, also 552 Spanish merchantmen, 71 vessels of war, and 23 Spanish, making a total of 1729 vessels.



VERA CRUZ.

From Havana the steamer proceeds to Vera Cruz with mails and passengers. The distance is 810 miles, and which is accomplished in about four days. In sailing vessels, however, the passage through the Gulf of Mexico is often very tedious, owing to the frequent calms. But the number and variety of the finny tribes, the birds, the shoals of whales, the multitudes of flying-fishes, which support themselves out of water for a considerable time, the bonitos, the dolphins, and the glorious evening appearance of the sky, are constant sources of enjoyment.

Should the voyager be crossing the bay of Mexico when the moon is near the full, he may be gratified with a sight of the rising of that luminary, far surpassing in splendour anything of a similar character in our northern hemisphere. She will be seen to rise from the line of the horizon with a dark, scarlet hue, like a mass of fire. The voyager may also be subject to the influence of one of those fierce blasts, that come on suddenly from the north, called "Nortes." The effect of these gales are to be feared should a sailing ship be near the shore; but in a steamer they are of trifling consequence, except that they may for a time prevent the passsenger from embarking or landing. Nothing can be more melancholy than the appearance of Vera Cruz during one of these winds. The air is filled with sand, and the sky darkened with clouds, while the waves are driven with such impetuosity upon the beach, that the whole line of coast is one sheet of foam. All communication between the shipping and the town is suspended, even when at anchor under the walls of the castle, which are not half a mile from the pier-head. The rapidity with which these gales come on is equal to their violence. A little ripple from the north first indicates their approach, and if boats are out, or on shore, not an instant should then be lost in placing them in security. In five minutes the strength of a whole boat's crew may be exerted in vain, in order to keep the head of the boat towards the sea; they may succeed in carrying it through the shoal water off Mocambo Point, but if they trust again to their oars, they will be compelled to abandon the attempt. These winds, however, are of great importance to the health of the inhabitants, as they

drive away the malaria which collects along the coast, and over the sand hills in the vicinity of the city of the "holy cross," and while they continue, there is no danger in the detention on shore.

Should the atmosphere happen to be clear, you may catch a view of the snow-covered Peak of Orizava, the "Star Mountain," elevated 17,375 feet above the level of the sea. A passenger, in describing this magnificent object at sun-set, has said of it, "on a sudden, its towering peak, black with its own shadow, and appearing in the mid-heavens, became distinctly visible to our naked sight, while its base, and three-fourths of its height, were invisible from the distance. Enveloped in clouds, one of the most solemn effects I ever beheld was produced by this giant Atlas." "Nothing can be more splendid," remarks Mr. Ward, "than the Peak of Orizava, when the veil of clouds, which but too frequently conceals it during the day, yields to the last rays of the setting sun. Such a sun-set, and such a mountain, can only be seen beneath the tropics, where everything is upon a gigantic scale, and where, from the purity of the atmosphere, even the flood of light from above seems proportioned to the magnitude of the objects upon which it is poured.

Orizava is said to be visible in very clear weather at sea, at the distance of 150 miles. Its distance from Vera Cruz is about 60 miles, west. Its form is conical. In 1545 it was volcanic, and continued in action for twenty years, since which time there has been no appearance of eruption. Though the summit be covered with snow, the sides below are adorned with beautiful forests of cedars, pines, and other trees.

The Coffer of Perote, another high mountain, (so called from a mass of rock, in the shape of a chest, which distinguishes the crest of the mountain), is also visible from a great distance; it is to the right of Orizava, with which it is connected by a long chain of intervening mountains, and the two together form a beautiful termination to the view from Jalapa. The Coffer is nearly 4,000 feet lower than Orizava, and looks quite diminutive when the peak is visible at the same time, although, when not seen together, the eye rests with satisfaction upon so magnificent an object.

Point Delgado, a lofty rock, is the first portion of the coast that appears in sight. Then, steering southward, the light-house and Castle of San Juan de Ulua become visible, and afterwards, Vera Cruz appears, which with its numerous red and white cupolas, domes, towers, and battlements, has a splendid appearance from the water.

The passage to Vera Cruz is through a narrow channel, between sunken coral reefs, upon one extremity of which the castle is erected, the walls appearing to rise directly out of the water. On the eastern side the reef is elevated just above the level of the sea.

Ships anchor under the western wall of the castle, distant about a mile from the Mole or landing-place at the city. Passengers are landed by shore-boats at about $1\frac{1}{4}$ to 5 dollars, according to the quantity of luggage.

Luggage must be examined at the entering-office of the port; the officers are generally very civil and considerate. Passengers are allowed to introduce such clothing as may appear necessary and reasonable for their personal use. Ready-made clothing, as an

article of merchandize, is prohibited. Articles of merchandize, as enumerated in the Mexican tariff, cannot be introduced by the steamers, as these vessels do not pay tonnage-dues, nor declare their cargo.

Money cannot be conveyed on board by passengers without the payment of the export-duty, augmented since the 16th June, 1843, from 3½ to 6 per Cent. Neither are they allowed to embark precious metals or mineralogical specimens collected in the country, without especial permission from the Government.

Passengers must bring passports from the Ministers or Consuls of the Republic abroad, without which they cannot land; and on embarking, they must procure passports from the proper authorities at Vera Cruz. The cost is 2 dollars; and they will have to attend personally. In London, passports are obtained from the Mexican Minister free of charge, application being made by letter from a merchant or banker to his Excellency Don Thomas Murphy, 7, Suffolk Place, Regent's Park.

There is something "triste" and gloomy about Vera Cruz; an effect which is heightened by the numerous vultures, called Sopilotes, that hover over the city, or wander through the streets, or after their meal of garbage, cover the church towers. Yet these birds are most useful, and the killing of them is prohibited by law; they are in fact the scavengers of the city, and but for them and the dogs, the malaria would be even worse than it is. In other respects Vera Cruz is worthy of a better situation. The streets are wide and the houses very large and spacious, and constructed of sufficient strength to stand a siege. The roofs are flat and of considerable thickness to be proof against the heavy rains and

the intense heat of the sun. Some of the merchants preserve shells and cannon-balls which had lodged in their houses during the French attack on the Castle of San Juan de Ulua in 1838.

The following account of this attack is derived from the letters of an eye witness. The French Minister not receiving any satisfactory reply to his demands for compensation to French citizens for losses and injuries done to them, retired on board a frigate in the harbour, and from thence, on the 21st March, 1838, issued his ultimatum, demanding an answer by the 15th of April. On the 16th of April no answer having been received, the French squadron, consisting of 1 frigate and 5 brigs began the blockade of the harbour of Vera Cruz. The Mexicans to counteract this proceeding opened five ports along the coast; and the French, although their squadron was encreased by several other vessels of war, made no impression on the determination of the Mexicans. Sickness prevailed in October, so much among the French, that two of their vessels were dispatched with the sick to Havana. On the 7th of November Admiral Baudin arrived with a strong force. One of the vessels, the *Creole,* was commanded by the Prince de Joinville. Still the Mexicans refused the conditions, and although Admiral Baudin went to Jalapa to hold a conference with the Mexicans, he returned to Vera Cruz without effecting any arrangement. The Mexican Government having thus refused to accede to the terms proposed by the French admiral, on the 27th November, the fleet under his command began hostilities against the Castle of San Juan de Ulua.

After four hours destructive and incessant firing, the Castle, under the command of General Rincon,

was reduced to the necessity of surrendering; nearly all the guns which could be brought to bear on the ships having been dismounted, the defences destroyed, two powder magazines blown up by the bursting of shells, and all the ammunition expended. The loss of the Mexicans, who, under the greatest disadvantages both in position and artillery, defended the place to the last, was about 200 killed and as many wounded, while that of the French was said to be very trifling. The French suffered much more from sickness which prevailed amongst them during their stay on the coast. Their losses by this means were very severe.

The town of Vera Cruz suffered considerably from stray balls and shells but no lives were lost.

The terms made by General Rincon with the French were to the following effect:—viz., the remnant of the Mexican garrison to retire with their arms and colours; Vera Cruz to remain with a garrison of not more than 1,000 men in the hands of the Mexicans; an armistice of eight months for an amicable arrangement of the differences with France; and the re-opening, by a suspension of the blockade, of these ports to all nations.

Subsequently the Government refused to ratify the Convention made with the French,—deprived General Rincon of his command, and nominated in his stead General Santa Anna, who ordered the gates to be shut against the French and all communication with them to be suspended.

The French admiral hereupon requested three days for his countrymen to remove their property, which was granted, and the same afternoon the admiral sent a flag ashore with a letter, the answer to which

he said he would send for the next day (5th Dec.) at eight o'clock. Before dawn, however, the French had already landed 2,000 men, who took possession of the forts, spiking the guns, breaking the carriages and carrying off the ammunition. They also made several prisoners, amongst them General Arista. Santa Anna, who narrowly escaped, succeeded in getting together a body of men, with whom, shut up in a barrack, he bravely defended himself; and the French, unable to take the place by assault, retired, fearing the arrival of troops from the interior. In leading a charge against the covering party of the French, Santa Anna was wounded in the leg and hand, the former so severely that amputation was found necessary. The French retired to their vessels, from which they opened a heavy fire upon the barrack. In consequence of these events, the Mexicans abandoned the city and all the inhabitants were ordered to evacuate it without delay. A law was also passed in the capital by which all Frenchmen were to quit the country in sixty days.

On the 22nd December, H.B.M. frigate *Pique* with Mr. Packenham, who was deputed by the British Government to mediate between the belligerents, arrived, attended by twelve British ships of war which anchored off Sacrificios. Hostilities were from that time discontinued, and at length, through Mr. Packenham's exertions, peace was declared on 8th March, 1839, and on the 6th April, the French delivered up to the Mexicans the Castle of St. Juan de Ulua, who again hoisted the national flag.

The money current is dollars and doubloons. Banking has not been introduced into Vera Cruz or the other cities of Mexico.

On entering the gates from the Mole, the French hotel of Auguste is immediately in front. The hotel most resorted to by the English and Americans is the "*Casa de Diligencias*," situated in the principal square, which has lately been enlarged and improved; it is by far the best hotel in the place. The charge made by these houses is 2 dollars per diem, exclusive of wines, &c. The water used is the rain preserved in tanks. The market at sun-rise presents a curious and animated appearance. It is attended by Indians whose diversity of costume and variety of character form an interesting spectacle. The vegetables are few and inferior. The meat being cut into ribbons, and dried in the sun without salt, is disgusting; but the show of fish, will make amends, for it is generally of infinite variety and beauty, presenting the most resplendent hues and varieties, that vie in lustre, when fresh from the water, with the most precious stones, or the brilliant plumage of birds. Of the hundreds of species Mr. Bullock only noticed one sort, the mullet, that belonged to Europe; all the rest were new to him. The Indians also bring to market a considerable variety of water fowl, tortoises, armadillos, and a few deer.

The city possesses a small theatre, where may be seen a singular variety in the dress and complexions of the audience. Smoking in the theatre (as at Havana) is no longer permitted at Vera Cruz. Comedians, on their way to Mexico, at times, give a series of representations; but the building is closed the greater part of the year.

There are the exchange rooms, where domestic and foreign papers are received, and the exchange billiard rooms.

The number of military at Vera Cruz is contingent on the political state of the country; the number varies from 2,000 to 4,000 men.

The usual mode of travelling to the interior is by coach, or diligence, which leaves for Mexico three times a week, and is four days on its transit. The distance to Mexico is 250 miles, and the fare by coach is 50 dollars. Females, or infirm persons, can always procure litters to Jalapa, about 20 leagues distant on the road to Mexico, at a cost of 40 dollars.

The diligences are generally of American construction, and most of the drivers are Americans. These vehicles hold nine persons each, inside; three of whom sit across the middle, their backs being supported by a leather strap stretched across from window to window. The road to Mexico was a monument of human skill and industry, but it was broken up in several places during the revolution to prevent the royalists bringing forward their artillery, and it has never been properly repaired since. Along this road from Vera Cruz to Mexico the extremes of the most barren sands and sterile wastes, are contrasted with the richest luxuriance and most magnificent foliage and scenery. The flowers and trees of the temperate zones vie in luxuriance with the gorgeous plants and fruits of the torrid zone, and mountain and ravine, and river and forest, are all magnificent.

On the ascent from Vera Cruz, climates, to use the expression of Humboldt, succeed each other in layers; and the traveller passes in review, in the course of two days, the whole scale of vegetation, from the parasitic plants of the tropics to the

pines of the arctic regions. In some parts, however, the climate is very insalubrious. The humidity of the coast favouring the putrefaction of a prodigious mass of organic substances, originates diseases which attack Europeans and others not familiarized to the climate; indeed, under the burning sun of the tropics, the unhealthiness of the air is almost invariably a sure indication of extraordinary fertility of the soil. Nevertheless, with the exception of some sea-ports, and a few deep and humid valleys, where the natives suffer intermittent fever, Mexico ought upon the whole to be considered as a singularly healthy country.

Packet ships pass to and from New York once a month. The cabin fare to New York is 125 dollars. There are frequent opportunities by vessels to Havana and occasionally to New Orleans. The Royal Mail steamers visit Vera Cruz twice, and Tampico once, each month. The steamer after she has landed her mails and passengers at Vera Cruz proceeds to Tampico, where, having waited long enough to receive the mails, passengers, and specie from thence, retraces her course again to Vera Cruz, where in the mean time the mails, passengers, and specie, &c., have been collecting for her. She then proceeds to Havana direct, and thence, having first coaled, to Nassau, Bermuda and home. At Havana she will meet the steamer that has brought out the mails from England, and affords a means of immediate reply to these. Passengers for the other parts of the West Indies will also find conveyance at Havana by the steamer arriving monthly from Bermuda and Nassau, and proceeding from Havana to Jamaica, St. Jago de Cuba, and all the windward islands.

The average height of the thermometer in summer

at Vera Cruz is about 86° and in the winter 76°. It, however, frequently rises to 90°, and has fallen during the winter months to 59°. The rainy season is during summer. The heavy rains generally commence about June and continue to September. From September to March the "Nortes" blow, which render the air more salubrious.

During the hot season Vera Cruz is very unhealthy, frequently proving fatal to persons recently arrived from abroad. At Jalapa, however, where the region of Oaks commences, the yellow fever is unknown.

Passengers should provide themselves amply with light clothing for the Gulf passage and for Vera Cruz, but should have also substantial European clothing if going to the interior.

The practitioners at Vera Cruz are in good repute; those best known are Drs. Gaydan, Carrillo, and Mendizabal.

The British Consul at Vera Cruz is Francis Giffard, Esq. The Agents of the Royal Mail steamers are Messrs. Manning, Mackintosh, and Co. The Mexican Minister in London, is Don Thomas Murphy, residing in Sussex Place, Regent's Park; the Consul is F. de Lizardi, Esq., Austin Friars, City.

The mines of gold and silver form the prime objects which have associated the idea of boundless wealth and indefinite splendour with the name of Mexico. Gold is more plentiful in Peru; but since they were first wrought, the mines of Mexico have produced more silver then all the rest of the world united. The ore is far from being rich; but it is found in vast quantities, in the very finest and healthiest parts of the country, and can be obtained with comparatively little difficulty. Prior to 1810, the country

was supposed to contain five hundred reals, or spots in which mines were worked, with from three to five thousand mines large or small, included in 37 mining districts, into which the viceroyalty was divided by the Government of the mother country. But these were confined to a comparatively narrow circle; for the immense mass of silver which the country has yielded since the conquest, and which was calculated by Humboldt in the year 1803 at 1,767,952,000 dollars, has proceeded from a few central spots of the table land, in which the capital and activity of the first speculators form ample employment. Yet three centuries of constant productiveness have been insufficient to exhaust the principal mines originally worked; whilst by far the larger proportion of the great veins still remain unexplored.

During the excited speculations of 1825 numerous companies were formed in England, for the working of Mexican mines by British capital, and their shares were sold for some time at advancing premiums. The hopes held out by the projectors have not yet been realized; but there is every reason to believe that in time, the capitals invested in these undertakings will become productive. There are vast fields yet unexplored, and it is supposed that there are districts more valuable in ores than any yet worked. The ores appear to encrease in richness the farther north the operations are prosecuted.

The mines of Mexico are found in regions of moderate elevation and temperature. Those that are most valuable are at the height of 6,000 to 10,000 feet above the level of the ocean, and consequently are exempt from that severity of cold which is found so injurious in Peru. It is from the healthiness of

the climate in which the mines are situated, and from the fertility of the land about them, that Mexico has been enabled to extract so large a quantity of mineral wealth, rather than to the richness of the ore, or the accessibility of the veins. The mines are worked by freemen, compulsory labour being unknown in Mexico. The miners are particular tribes of Indians, who have been miners from generation to generation, and who lead a roving life, migrating with their wives and children from one district to another, as they are attracted by the fame of superior riches. They are paid by *partido*, or a share in the ore raised, which is preferred to regular wages however high. The natives, far from looking upon mining with repugnance, have a very great love for it, and in some places, look down with contempt upon those engaged in agriculture.

On the 13th of June, 1843, the following constitution was proclaimed, as the result of the deliberation of the Junta of Notables convened for that purpose by Santa Anna, the provisional president. It is entitled the BASES OF POLITICAL ORGANIZATION OF THE MEXICAN REPUBLIC.

I. By this instrument it is declared that Mexico adopts the form of a popular representative government; that the territory shall be divided into departments; that the political power essentially resides in the nation; and that the Holy Roman Catholic and Apostolic Creed is professed and protected to the exclusion of all others.

II. Slavery is not permitted; no one is to be molested for his opinions, or called on for contributions, except such as are regularly imposed by law.

III. Specifies who are Mexican citizens, their rights, and obligations. Citizens are all who are born within the Mexican territory, or beyond it of a Mexican father; all who were in Mexico in 1821, and had not renounced their allegiance; all who are natives of central America when it belonged to Mexico; and lastly, all who have obtained or shall obtain letters of naturalization. In order to obtain the right of voting, Mexicans must be 18 years of age and married, or 21 years if not married; they must have an annual income of at least 200 dollars, derived from capital, trade, or honest personal labour. In addition to these no one will be allowed to vote after the year 1850, unless he can read and write. The rights of citizenship are suspended by domestic servitude, habitual intemperance, taking religious vows, fraudulent bankruptcy, or keeping prohibited gaming houses.

IV. Defines the legislature; which is to consist of a Congress divided into a Chamber of Deputies, and a Senate. The CHAMBER OF DEPUTIES is to be composed of individuals that shall be elected by the Electoral Colleges of the Departments, in the ratio of one to 70,000 inhabitants. Departments, however, that have not so many residents, shall be entitled to a Deputy, and there shall likewise be one for every fraction over 35,000 inhabitants. It is required that the Deputy shall be at least 30 years of age, and be possessed of an annual income of 1,200 dollars. A moiety of the Chamber is to be renewed every two years.

The SENATE is to be composed of 63 members, two-thirds of whom are to be elected by the Departmental Assemblies, and the other third by the Cham-

ber of Deputies, the President of the Republic, and the Supreme Court of Justice. Senators must possess an annual income of 2,000 dollars. One-third of this body is to be renewed biennially.

The CONGRESS so constituted, will sit twice a year for the space of three months, commencing its terms on the 1st of January and 1st of July. Its members are not allowed to obtain place or preferment from the Government, except for the most imperative reasons.

A third body, called the Permanent Deputation, is to be formed by this Congress, and will be composed of four members of the Senate and five of the Chamber, whose term of office shall continue until the next meeting of the National Assembly, and the election of their successors. The duty of this Permanent Deputation is to call extra sessions of Congress, whenever they may be decreed by the Government, and to receive the certificates of the election of President of the Republic, Senators, &c.

V. The EXECUTIVE POWER is confided for five years to a President who must be a Mexican by birth, more than 40 years of age, and a resident of the Republic at the time of his election. He may declare war; dispose of the army as he thinks fit; expel unnaturalized foreigners, who are considered dangerous; and name orators from the Council to defend the opinions of the Government before the Chambers.

The Council of the Government is composed of seventeen persons, named by the President, whose tenure of office is perpetual. This Council is to aid Government in all matters required by these bases. It is also charged with the duty of proposing to

Government all regulations or changes that may be necessary in every branch of the administration.

VI. The JUDICIAL POWER is deposited in a Supreme Court, in Departmental Tribunals, and others already established. There is a perpetual Court Martial, chosen by the President.

VII. The GOVERNMENT OF THE DEPARTMENTS. Each Department is to have an Assembly composed of not more than eleven, nor less than seven, each member of whom must be 25 years of age, and possessed of the qualifications required for a Deputy of Congress. Their term of office is four years. The powers of these Assemblies are very simple, and scarcely amount to more than a species of municipal police; they are subject to the control of the President, or of a Governor appointed by the President.

VIII. The ELECTORAL POWER is divided into sections of 500 inhabitants, for the election of primary Juntas, and the citizens will vote by ticket, for one elector for every 500 inhabitants. These primary electors will name the secondary, who are to form the ELECTORAL COLLEGE of the Department in the ratio of one secondary elector for every twenty of the primary.

This Electoral College again will elect the Deputies to Congress, and the members of the Departmental Assembly; and its members must have an income qualification of at least 500 dollars per annum. On the 1st of November of the year previous to the expiration of the Presidential term, each Departmental Assembly, will select a person as President for the succeeding five years.

The following statistics of Mexico are from a work lately published by B. Meyer, Esq., Secretary to the United States Legation in 1841-42.

Mexico is said to have a frontier of about 5,000 miles on the Pacific; 3,000 miles on the United States and Texas; and above 2,500 miles on the Gulf of Mexico.

Mr. Burkhardt, an accurate German traveller, rates the number of inhabitants of Mexico, as—

Indians	4,500,000
Whites	1,000,000
Negroes	6,000
Mestizos and other castes	2,490,000
	7,996,000

The territory of the Mexican Republic is estimated to contain an area of 1,650,000 square miles; the above population, therefore, gives about eight inhabitants to the square mile. It has also been estimated that of the negroes and indians but two per cent. can read or write; while of the whites twenty per cent.

The exports of precious metals are estimated at 18,500,000 dollars annual; the other exports, such as cochineal, jalap, vanilla, sarsaparilla, and hides, &c., are only judged at the value of 1,500,000 dollars.

The present debt of Mexico is calculated to be 82,000,000 dollars.

The estimated population of Vera Cruz, in 1839, was 254,380; Value of Exports, 4,000,000 dollars. Tampico, in 1839, Population 100,068; Value of Exports, 7,000,000 dollars.

TAMPICO.

The steamer having landed at Vera Cruz the mails and passengers for that place and Mexico, proceeds to Tampico, where she exchanges mails and passengers, and remains as long as may be necessary thoroughly to effect shipments; she then returns to Vera Cruz in time to receive the mails and passengers from Mexico.

The steamer does not attempt to cross the bar of Tampico, which is a shifting sand-bank, but the pilot soon appears in his launch, with twelve or fourteen oars'-men of all complexions, from real jet to pale straw, and passengers are conveyed by him on shore. The distance is about 7 or 8 miles from the new town, or Puebla Nuevo de las Tamaulipas.

There is nothing very remarkable in the River Panuco; it is a fine broad stream, but always brackish during the dry season, and well stocked with turtles and alligators; the country is low on either side, and swampy in many places, and in the rainy season the borders of the river are entirely inundated and of course impassable. Perpetual verdure adorns the banks, and extends as far as the eye can reach,—but the enjoyment of it is allayed by mud, sands, insects, and heat.

The town has nothing prepossessing in its appearance; it is nearly surrounded by lagoons; the houses are constructed chiefly of canes and mud, roofed with the palm-leaf, and the streets not being

paved are disagreeably muddy in the rainy season. The northerly gales also, with clouds of dust, come with such impetuosity, that you would imagine the wind would "blow the earth into the sea." There are several respectable mercantile establishments here, and their proprietors have tolerably comfortable dwellings built of stone.

Passengers must have provided themselves with passports, which are examined, as is also the luggage. Every manufactured article is subject to duty, except passengers' personal apparel. Cigars are prohibited. The money current are Mexican and Spanish doubloons and dollars; there is no bank.

There is one inn or *fonda,* kept by Mr. Constant, an American; where the merchants and their clerks congregate in the evening for an hour or two only, as it is the custom to retire before nine or ten, and to rise before five o'clock.

Provisions are cheap; tolerable beef can be had at 2*d.* per lb. Rain-water is used.

Horses and mules can be hired at from 1 to 2 dollars a day. The chief amusements are fowling and fishing in boats through the lagoons. There is an assembly room where balls and masquerades are given, and a theatre, begun some years ago, but yet unfinished.

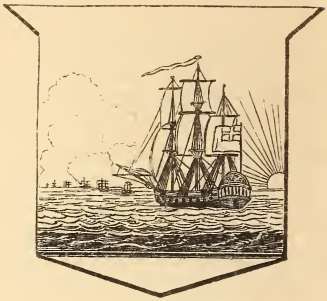
From 1,000 to 2,000 troops are generally quartered in the city. Tampico is about 300 miles from Mexico. As the roads are very bad in this country, travelling is almost entirely on horses or mules.

S. L. Jolly, Esq., is the agent to the Royal Mail Steamers.

The heat is very great at Tampico; but since a cut has been made through the land, joining one of

the lagoons to the river, by which the tide ebbs and flows inside, the health of the place has been much improved.

Passengers for Vera Cruz, Havana, and England are conveyed by the steamers to Vera Cruz, where receiving those mails and passengers that were prepared for her arrival, she starts for Havana, and, proceeds from thence, after coaling up, to Nassau, Bermuda, and England. At Havana she will meet the steamer that has brought the mails from England, a month later than those she brought to Mexico, and receives from her any passengers that may be bound to Nassau or Bermuda: also the Company's schooner for Honduras.



EXPULSIS PIRATIS RESTITUTA COMMERCII.

THE BAHAMAS,—NASSAU.

The Bahamas form a chain of islands of great extent, stretching from off the northern coast of St. Domingo, to that of East Florida, and situated between 21° and 28° of north latitude, and 71° and 81° west longitude. They are estimated to be 500 in number, but not more than 12 or 14 are inhabited. The settled islands are stated to be New Providence, Turk's Island, Eleuthera, Exama and its Keys, Harbour Island and its Keys, Crooked Island, Long Island, St. Salvador, The Caicos, Watling's Island, Rum Key, and Henegua. Some of the largest are still uninhabited. St. Salvador was the first land seen by Columbus on his memorable voyage, and so named because it was discovered within the three days, at the expiration of which time, he had promised his mutinous crew to return to Spain. At the

period of his discovery the Bahamas were inhabited by a mild and peaceable race of indians, who, seduced by the arts of the Spaniards, were afterwards consigned to perpetual bondage in the mines of St. Domingo, or sent to act as divers in the pearl fisheries of Cumana. In 1629 the English settled in New Providence, and held it till 1641, when the Spaniards expelled them, but did not make a settlement there themselves. It was again colonized by England in 1666, but ravaged again by the French and Spaniards in 1703. Afterwards it became a rendezvous for pirates, till in 1718 they were extirpated by the English, a regular colonial establishment formed, and the seat of Government fixed in the island.

In 1781 the Bahamas were surrendered to the Spaniards; but at the conclusion of the war they were once more annexed to the British Empire, to which they have ever since belonged.

These islands are low, flat, and interspersed with porous rocks; they rise almost perpendicularly from an immense depth of water, and seem to have been formed from an accumulation of shells and sand. The soil is generally light and sandy, but ornamented with an abundance of trees of a great variety of species, several of which are admirably adapted for shipbuilding. There are many spots of good soil, used for the cultivation of cotton and the rearing of cattle. The climate is healthy. There are no rivers or streams, but water is easily obtained by digging wells.

The inhabitants of these islands are chiefly engaged in fishing—of turtle or other fish there is great abundance—and in what is technically called "wrecking;" that is, in looking out to save articles from such ships as have been unfortunate enough to be wrecked on

the many rocks and sands that are profusely scattered over the great and little Bahama banks. The small craft employed on this service are licensed by the governor for the purpose, and a salvage is allowed upon all the property recovered. By these boats many lives have been saved. Questions of salvage are generally referred to the Chamber of Commerce at Nassau, and by them a very fair and equitable salvage is awarded, even though no agreement had been previously made with the "wreckers."

The chief products of these islands are cotton, pimento and salt. A variety of vegetables, as well European as tropical, are also cultivated. The Bahamas are, however, of more importance to Britain by commanding the Gulf of Florida, than for their trade and commerce.

Nassau, to which the steamer goes, is situated on the north side of the island of New Providence, of which it is the capital; it is also the seat of the Government. New Providence is about 25 miles long by 9 broad, and is situated between longitude 77° 10′ and 77° 38′ W., and latitude 25° 3′ and 25° 20′ N.; it is considerably in advance in cultivation of any of the other islands.

The houses in Nassau are built of a stone found in the island, and are remarkably good; the public buildings in particular, such as the Government-house, Custom-house, Courts of Justice, are very handsome. New barracks have also been erected, and there are several churches, public schools, and charitable institutions in the town, which are well supported.

The steamer that has been to the Mexican ports, will meet at Havana the steamer that has brought

the outward English mails, and receiving from her the mails and passengers for Nassau, she proceeds at once to that place. Passengers are landed generally by the steamers' boats; if by a shore-boat, the usual charge is 1 dollar, exclusive of heavy luggage. The distance of the steamer from shore is about 3 miles.

Luggage is not required to be sent for examination to the Custom House, nor has there been an instance where any articles conveyed in luggage were charged duty. Passports are not required on landing, but must be obtained when going to a foreign port, especially Havana, the charge for which is 8*s*. 4*d*. sterling. There is no necessity for personal attendance.

British gold and silver (not bank-notes), Spanish and Mexican dollars and doubloons, are the current monies. The dollars pass for 4*s*. 2*d*. British; *Spanish* doubloons at 16 dollars, and *Mexican* doubloons at 15½ dollars each. There is only one bank, and that merely local, in New Providence.

There are four good boarding-houses in Nassau; the charge per day is nearly the same in all, about 2 dollars, or 8*s*. 4*d*. Wines and spirits extra. Saddle-horses only, to be had on hire at about 1 dollar, or 1½ dollar per day. There are no carriages. Except the Royal Mail steamers, the Bahamas have no regular trading packets. Communication with the United States and the West India Islands is however frequent, though irregular, by means of sailing vessels.

There are four Episcopalian, one Presbyterian, three Methodist, and two Baptist places of worship in New Providence; there are also several infant and other public and private schools. The instruction is English. They have a reading and news-room, a

library, and a small theatre, where amateur performances are sometimes given.

We have been favoured with some very carefully kept meteorological tables of the climate of Nassau, from January 1838 to March 1842, which show an average range of temperature of 80° to 90° summer, and 60° to 65° winter.

December to April are generally dry and cool months. About the end of May the hot and rainy season commences, and continues with intermissions till November.

Medical attendants are many, and in good repute; among the first practitioners are Drs. Chipman, Black, Clutsam, and Duncome.

The Governor of the Bahama Islands is George Benvenuto Mathew, Esq.

The Council, which is appointed by the Crown, consists of twelve members.

The House of Assembly is composed of members returned by the different islands. Their number is between twenty and thirty. The possession of two hundred acres of cultivated land, or of property to the value of £2,000 currency, is the qualification required in a candidate. The electors are all free white persons, who have resided twelve months within the Government, for six of which they must have been householders or freeholders, or in default of that, must have paid duties to the amount of £50.

The Lord Bishop of Jamaica exercises ecclesiastical authority within the Bahama Islands.

There is another communication with Nassau by the steamer that has come up by St. Thomas and Bermuda, and that proceeds *via* Nassau to Havana, but the mails are not sent by this route, and pas-

sengers would be several days longer on the voyage from England than by the route previously sketched in this article.

AREA,—all the Islands and Keys, 4,204 miles.

POPULATION.

	Males.	Females.
1840	12,023	12,175
1841	12,230	12,315
1842	12,676	12,621

	Births.	Marriages.	Deaths.
NEW PROVIDENCE—1840	391	65	158
,, 1841	391	65	158
,, 1842	141	107	75

SCHOOLS and SCHOLARS.

	Boys.	Girls.	Infants.
NEW PROVIDENCE—1840	110	160	401
,, 1841	71	120	380
,, 1842	71	120	380

Salaries of Teachers, paid by Colonial Government, 1842, £292 14*s.* 2*d.*

MILITIA.

Total, 1840	500 Men	7 Staff
,, 1841	500 ,,	7 ,,
,, 1842	554 ,,	7 ,,

At present there is no Militia on any of the Bahama Islands except New Providence.

SHIPPING.

Inwards.	Ships.	Tons.	Men.	Outwards.	Ships.	Tons.	Men.
1840 ..	693	65,930	3,976	1840 ..	675	61,249	3,950
1841 ..	316	18,763	1,924	1841 ..	314	19,556	1,999
1842 ..	427	36,514	2,638	1842 ..	318	22,563	2,053

These returns include the coasting trade.

Estimated amount of Coin and Paper in circulation, 1842:

	£	s.	d.
Silver	20,000	0	0
Paper	989	11	8
Gold	50	0	0
Copper	30	0	0

1842:—1½ per cent. premium paid for Bills on Great Britain, at 30 days sight.

Wages for Labour.

		1840. £	s.	d.	1841. £	s.	d.	1842. £	s.	d.
Domestic	Males, per month	2	0	0..2	0	0	0..2	0	0	
	Females, ,,	1	0	0..1	0	0	0..1	0	0	
Predial..	Males, per day ..	0	1	7½	0	1	7½	0	1	7½
	Females ,, ..	0	1	1..0	1	1..0		1	1	
Trades		0	4	2..0	4	2..0		4	2	
Seamen, per month		2	10	0..2	10	0..2		10	0	

Prices of Provisions, &c.

	1840. £	s.	d.	1841. £	s.	d.	1842. £	s.	d.
Wheaten Bread, per lb..	0	0	3 ..	0	0	3 ..	0	0	3
Beef ,, ..	0	0	9¾..	0	0	9¾..	0	0	9¾
Mutton ,, ..	0	0	9¾..	0	0	9¾..	0	0	9¾
Pork ,, ..	0	0	9¾..	0	0	9¾..	0	0	9¾
Rice per cwt.	1	2	0 ..	1	2	0 ..	1	2	0
Coffee ,,	2	0	0 ..	2	0	0 ..	2	0	0
Tea per lb..	0	6	0 ..	0	6	0 ..	0	6	0
Sugar, Cuba, per cwt.	1	12	0 ..	1	12	0 ..	1	12	0
—— Jamaica, ,,	2	10	0 ..	2	10	0 ..	2	10	0
Turtle, alive ..per lb..	0	0	3½..	——			——		

Amount of Imports and Exports, 1840,

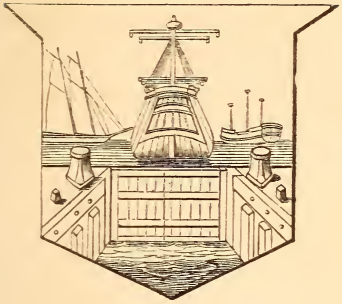
Imports.... £123,773 Exports.... £84,099.

The amount of Compensation for the Slaves in the Bahamas was £128,340 7*s.* 6*d.*

Two Newspapers are published at Nassau:—

The Observer, Wednesday and Saturday, by S. J. Clutsam. Established 1837.

The Royal Gazette, on the same days, by N. M'Leod. Established 1838.



BERMUDA.

The Bermudas are a cluster of small islands, situated between 31° and 32° of N. latitude, and 64° and 65° W. longitude, in the Atlantic ocean. They are about four hundred in number, but twelve only are inhabited; these are St. George, Hamilton, St. David, Cooper, Ireland, Somerset, Nonsuch, and Long and Bird Islands. The entire population, by the census of 1840, was 8624. The appearance of these little creeks and islands is said to be highly romantic. None of the islands rise to any great height, but they are richly clothed with everlasting verdure. They all shoot precipitously out of the water, as if the whole group had been one platform of rock, with numberless grooves subsequently chisled out in it by art.

These islands extend from north-east to south-west in a curved line, bending inward at both extremities

so as on each side to enclose sounds or gulfs. The whole length of the group, following its sinuosities, is about twenty-five miles, while its breadth nowhere exceeds three, and in most places not one. The surface, according to the latest return, contains 12,424 acres. With the exception of St. Helena, there is not perhaps a spot on the globe so remote from any other land; the nearest points being Cape Hatteras in North Carolina, distant 580, and Atwood's Keys, Bahamas, 645 miles.

The Bermudas were discovered by Juan Bermudas, a Spaniard, who was wrecked there when on a trading voyage to Cuba, in 1522. Sir George Somers was also wrecked, in 1609, on these islands; but, constructing a ship of the cedar that grew abundantly in the islands, and with only one iron bolt in the keel, he made his way to Virginia. It is to his indefatigable labours in establishing a settlement upon them, that Great Britain is now indebted for their possession. They are still sometimes called Somers' islands. On the discovery becoming known, an extraordinary interest was excited in England in favour of emigration, and the usual exaggerations were published. Jourdan, who wrote in 1609, proclaims that, "this prodigious and enchanted place, which had been shunned as a Scylla and Charybdis, and where no one had ever landed but against his will, was really the richest, healthfulest, and most pleasing land ever man set foot on." Strachy, another writer of the same date, was less enthusiastic, but he considered the colony, on the whole, as very desirable. Some large pieces of ambergris had been found, and the remarkable size of the spiders was imagined, we know not why, to indicate gold. Upon these encouragements several

attempts were made to colonize; which, however, in consequence of the feuds that arose between the governed and governors, had not the expected success. Nevertheless, the islands continued to enjoy a high reputation, and, during the period of civil commotion, shared with Virginia the resort of distinguished emigrants. They obtained additional lustre when Waller, the most popular poet of his age, chose them for the theme of his "Battel of the Summer Islands." He celebrates them in the most flattering strains saying,

"The kind spring which but salutes us here,
Inhabits there, and courts them all the year;
Ripe fruits and blossoms on the same trees live,
At once they promise what at once they give.
So sweet the air, so moderate the clime,
None sickly lives, or dies before his time.
Heaven sure has kept this spot of earth uncursed,
To show how all things were created first."

Mr. Moore, in our own times, has also sung in high praise of their beauty:

"The morn was lovely, every wave was still,
When the first perfume of a cedar-hill
Sweetly awak'd us, and with smiling charms,
The fairy harbour woo'd us to its arms.
Gently we stole, before the languid wind,
Through plantain shades, that like an awning twin'd
And kiss'd on either side the wanton sails,
Breathing our welcome to these vernal vales;
While far reflected o'er the waves serene,
Each wooded island shed so soft a green,
That the enamour'd keel, with whispering play,
Through liquid herbage seem'd to steal its way!"

And among the many charms which Bermuda has for a poetic eye, we cannot for an instant forget that

it is the scene of Shakspere's most lovely creation, the "Tempest," and the "delicate Ariel."

The natural caverns, situated at Walsingham, about 3 miles from the town of St. George's, are curious, being large and abounding with specimens of petrifaction. But the "lion" of the islands seems to be considered a large pond or lake, containing several hundreds of fish called groopers. These fish are caught with hook and line some distance from the shore, in boats, and with the hook in their gills they are towed to land and plunged directly into the pond, where they are regularly fed until wanted.

The limited extent and resources of Bermuda made it impossible to sustain a competition with the continental colonies when they had expanded into their vast dimensions; but the great strength of its position, standing solitary amid so vast an extent of ocean, and on the return-route from the West Indies, marked it as a principal naval station. Under this view, indeed, it was little considered while the whole coast of North America belonged to England; but after the United States became hostile and then foreign, its possession proved extremely convenient, while its occupation by another power would have been much the contrary. Washington, towards the end of the American war, had formed a plan to seize it, with the view of annoying the West India trade. The English government therefore carefully fortified the several islands, where they kept a naval and military force constantly stationed. During the late contest it became the principal winter station of the navy in these seas, possessing for this purpose many advantages over the ports of the northern colonies. The benefit then experienced, led to a determination

to form on Ireland Island a breakwater and other works, which might convert it into a haven of the first importance. This was begun in 1824, and completed in 1837, being carried on by the labour of about a thousand deported convicts. The dock-yard is in a small island, called Ireland, at the north-west extremity of the group. It has been covered with works, and its surface almost entirely changed, with the view of fitting it for a naval and military depôt of the first importance. The fortifications at St. George's are on a magnificent scale; and Bermuda already merits the designation of the "Gibraltar of the West."

Hamilton, the metropolis, and St. George's, are the only two towns. The seat of Government was formerly at St. George's; but in 1814, during the administration of Sir James Cockburn, it was removed to Hamilton, about 9 miles from St. George's. The parts of this archipelago are so closely contiguous, that they may be considered practically as one; and the division is made, not into islands, but into parishes.

The steamers go close to the wharf, at the dock-yard at Ireland Island, to coal; and passengers can be conveyed to Hamilton, the capital, by ferry boats, several times in the day, at a charge of one shilling each passenger; the distance being about three miles.

Luggage is not examined; cigars are the only thing that passengers are cautioned against landing, without first payment of duty; these are subject to a duty of 20 per cent. *ad valorem*, and a colonial duty of eight shillings per mille. The chief articles of export are arrow root, which is of superior quality, and straw plat for bonnets; on these there is no ex-

port duty. British and Spanish coin pass current; the latter at 4*s*. 2*d*. the dollar, or 65*s*. the doubloon. There is no bank in the colony; the commissary regulates the exchange, having the control of money bills to a large extent.

Owing to the few travellers visiting these islands before the West India steamers began to call, hotels were conducted on a very moderate scale; but lately there has been an evident improvement, and efforts are now making to encrease their comforts. There are two hotels at Hamilton, situated a short distance from the landing-place, and one at St. George's The charge in these is about 7*s*. to 8*s*. per day, exclusive of wines. Rain-water is generally used here, being saved in tanks under the houses; springs are numerous throughout the islands, but the water is brackish.

The roads of the colony are excellent; and four-wheeled carriages, gigs, and saddle-horses can be obtained at moderate prices. But excursions are more frequently made by boats, the scenery from island to island being remarkably beautiful. The Bermudian boats are peculiar in their appearance, but remarkably safe and powerful, and suited to the rough seas they sometimes encounter.

Transient passengers are not required to produce passports; but residents, on leaving, are obliged to have a pass from the secretary's office.

MAILS FROM ENGLAND *via* HALIFAX.

December, *January*, *February*, and *March*.—One mail each month. Leaves Liverpool on the 4th—due at Halifax on the 16th—due at Bermuda on the 26th.

April, *May*, *June*, *July*, *August*, *September*, *October*, and *November*.—Two mails each month. The first leaves Liverpool on the 4th—due at Halifax on the 16th—due at Bermuda on the 26th. The second leaves Liverpool on the 19th—due at Halifax on the 1st of the following month—due at Bermuda on the 10th.

This communication is by regular mail-boat; passage fare £10. The mail-boats remain at Bermuda four days for the return mail. The steamers are expected to leave Halifax for Liverpool on the 3rd and 18th of each summer month, and on the 3rd of the month only during the winter. With New York there is very frequent communication; about £6 being the charge for the best-cabin accommodation.

There are nine parish churches, one Presbyterian, and four Wesleyan chapels throughout the islands. Schools are numerous, both for infants and adults; and schoolmasters from England are in general request, and handsome emoluments are held out to them. There are also libraries and news rooms supported by subscribers.

The laws of Bermuda are enacted by the Governor and Council, and the House of Assembly, subject to the approval and confirmation of the Government at home. A detachment of engineers and one regiment of the line are generally stationed at Ireland Island.

On an average of three years (1837 to 1839), the mean temperature out of doors, by a register thermometer, was 68° 32′; the highest in summer being 87°, and lowest in winter 48°. The winter commences in December and ends in March, with occasional rains only. The dews are not considered pernicious.

It is much to be regretted that the inhabitants of Bermuda do not make better use of their internal resources. This neglect—for it is said that there was only one plough in the whole colony in 1827—may be ascribed to the facility with which supplies are received from America, and also to the great varieties of excellent fish with which the shores abound, withdrawing the attention of numbers of the lower orders from the cultivation of the soil. The soil is very fertile, and the esculent plants and roots of Europe, as well as the citron, sour orange, lemon, and lime grow spontaneously in great luxuriance, and peaches, and musk melons grow to perfection in the early summer season. The climate is adapted for the grape, but the inhabitants pay no attention to this fruit. Medical plants, such as castor, aloe, and jalap, grow to great perfection without culture. "Within the last year," says the writer of the Bermuda Almanac for 1842, "an attempt was made to revive the culture of the medicinal aloe, which we are glad to state has given promise of success; 150 pounds weight were manufactured. It is understood that this article in its manufactured state, is worth, in London, £50 sterling for 100 pounds' weight."

Almost all the occupiers of land sow a small quantity of barley; but the novel manner of reaping, gives rather an unfavourable idea of the state of agriculture in that quarter. An old woman, furnished with a basket and a pair of scissors cuts off the heads of the grain, leaving the stalk erect, which is afterwards converted into bonnets. Arrow-root, as before noticed, is the chief article of export, and this has encreased from the value of £888, in 1831, to £5,833, in 1841.

It is but justice, however, to say that laudable exertions are now being made to improve the resources of these interesting islands by encouraging emigration. We have received a document, dated 27 January, 1843, published at the *Royal Gazette* office, Bermuda, setting forth the capabilities of the soil, and the advantages possessed by these islands for the profitable employment of the labourer and artizan.

One of the arrangements made by the Legislature for the protection of the emigrant is the following: "As an encouragement to persons inclined to emigrate to Bermuda, and to enable them to make the best arrangements on their first arrival, the Legislature have granted fourteen days' subsistence-money to persons (not exceeding 100 in one year) arriving in the island, with a voucher shewing them to have emigrated to Bermuda with the approbation of the Commissioners of Emigration."

Population, &c.

			1840. Males.	Females.
Nine parishes.	12,424 acres.	Whites.....	1,598	2,460
		Coloured....	1,953	2,613
Aliens and Strangers resident.....				87
Population to square mile				431
,, employed in Agriculture.....				1,103
,, ,, Manufacture.....				506
,, ,, Commerce.....				608

	Births.	Marriages.	Deaths.
1840.....	266	64	166
1841.....	297	57	161
1842.....	271	67	186

Schools and Scholars.

15 Schools,	1840.	Males....	302.	Females....	264
20 ,,	1841.	,,	410.	,,	322
19 ,,	1842.	,,	371.	,,	320

Expense in 1842, £601 6*s.* paid chiefly by Colonial grant.

21 Private Schools.

Shipping.

Inwards.	Ships.	Tons.	Men.	Outwards.	Ships.	Tons.	Men.
1840....	129	12,517	816	1840....	138	13,719	891
1841....	128	12,672	819	1841....	138	13,269	875
1842....	177	19,966	1,175	1842....	176	18,858	1,136

Crops and Uncultivated Land.

9 Parishes,—in Acres, 1840.

Total cultivated, 537¼. Ditto, Uncultivated.....10,648.

Onions.	Arrow Root.	Potatoes.	Bar. & Oats.	Gard. Veg.	Pasture.
69½	187	156¾	16½	107½	1,238¾

1841 and 1842 not given.

Quantities of Produce in 1840.

lbs.	lbs.	bush.	bush.	lbs.
265,800	93,565	18,190	208	180,650

Prices of Produce.

per 100 lbs.	per lb.	per bush.	per bush.	per lb.
8s. 6d.	1s.	4s. 7d.	3s. 6d.	1⅓d.

Prices of Provisions.

	1840.			1841.			1842.		
	£	s.	d.	£	s.	d.	£	s.	d.
Wheaten Bread, per lb.	0	0	3	0	0	3	0	0	3
Beef ..... ,,	0	0	8	0	0	9	0	0	8
Mutton ..... ,,	0	0	9	0	0	9	0	0	8
Pork ..... ,,	0	0	8	0	0	8	0	0	8
Rice .....per cwt.	1	2	0	1	2	0	1	2	0
Coffee..... ,,	3	0	0	3	0	0	3	0	0
Tea..... per lb.	0	6	0	0	6	0	0	6	0
Sugar.....per cwt.	1	18	0	1	12	0	1	12	0

Wages for Labour.

	£	s.	d.	£	s.	d.	£	s.	d.
Domestic, per day	0	2	0	0	2	0	0	2	0
Predial .. ,,	0	2	3	0	2	6	0	2	6
Trades .. ,,	0	5	0	0	5	0	0	5	0

Stock, 1840.

Horses, 218. Horned Cattle, 1,799. Sheep, 70. Goats, 204.

The value of the collective Imports and Exports of the Bermudas in 1840, was

Imports.....£130,800 Exports.....£32,231

The amount of Slave Compensation paid to the Proprietors, was £128,340 7s. 6d.

Newspapers.

The Royal Gazette, published at Hamilton on Tuesdays, by D. M'Phee Lee. Established 1830.

The Bermudian, published on Saturdays, by A. and J. Washington. Established 1834.

PAX ET JUSTITIA.

ST. VINCENT,

So called by Columbus, who discovered it on the 23rd of January, 1498, the day dedicated to St. Vincent in the Romish calender.

It lies in 13° 10′ latitude: and 61° 30′ longitude. It is 24 miles long and 18 broad, and contains about 84,000 acres comprised in five parishes.

It does not appear that the Spaniards made any settlement on this island; they left it to the Caribbees who were very numerous and warlike. Charles I. however, included St. Vincent, together with Dominica and other islands, in a patent granted to the Earl of Carlisle; and again Charles II. in 1672, included this island with Barbadoes, St. Lucia and Dominica in the patent constituting Lord Willoughby Governor. Even then there was no direct settlement on the island. And again in 1723 George I. granted it to the Duke of Montague who made a

feeble attempt at possession, and failed; and by the treaty of Aix la Chapelle in 1748 it was declared neutral, and the native race left in possession. The French and English subsequently contested for the possession of the island, but ultimately by the treaty of Paris, signed the 10th of February 1763, this island, together with Dominica and Tobago, were assigned to Great Britain in full and perpetual sovereignty, the aborigines not being once mentioned in the transaction. By letters-patent of 9th of April 1764, representative assemblies were granted to these ceded islands, and the contest consequent upon the attempt afterwards made to impose the 4½ per cent. duties has been already noticed in the account of Grenada p. 33.

In St. Vincent a separate Legislative Assembly was convened as early as 1767, the first act in the printed collection bearing date 11th of July in that year.

On the 19th of June 1779, St. Vincent was captured by a French force, but was restored to the dominion of Great Britain by the pacification of 1783.

In 1795 an insurrection of the Caribbees in conjunction with the French settlers, took place in this island, which being seconded by a French force, was not suppressed till after a severe struggle. But in 1796 the enemy was dislodged by the British, and tranquillity restored. The Caribbees, however, were not allowed by our Government to remain, but were removed to the island of Rattan, in the bay of Honduras.

Kingstown, the capital of St. Vincent, is situated on the S.W. side of the islands, the approach to which is very beautiful, the town stretching along

the sea and the mountains gradually rising behind in the form of an amphitheatre to a considerable height. The mountains of St. Vincent are bold, sharp, and abrupt in their terminations, with deep intervening romantic glens, and bound by a lofty and rocky coast. The connected chain of high mountains runs from N. to S. clothed with immense trees, breaking into smaller and less elevated masses towards the sea, and intersected by deep ravines in the interior, which gradually widen on the approach to the shore, and become vallies capable of cultivation, as they are generally supplied with running water: this is the character of the north-western side of the island. On the north-east the surface is more level and less broken, and there is a large tract of land at the base of the Souffriere mountain gradually declining towards the sea, which forms an extensive plain of upwards of 6,000 acres, and is the most productive land in the colony.

The Souffriere, or Sulphur Hill, in the north, is the most remarkable object in the island. It is a volcanic mountain, about 3,000 feet high. This celebrated volcano is the grandest scene in the West Indies. The lofty summit is only to be seen at intervals between the rolling clouds, and the sides are furrowed with streams of lava.

Two irruptions are recorded,—one in 1718, by Humbolt, and another in 1812. Of the latter the following description is given in Shepherd's History of the island.

"To those who have not visited this remarkable spot a short description of it as it previously stood is necessary, the better to understand the account that follows:—

At about 2,000 feet from the level of the sea, on the south side of the mountain, and rather more than two-thirds of its height, opens a circular chasm, somewhat exceeding half a mile in diameter, and between 400 or 500 feet in depth: exactly in the centre of this capacious bowl rose a conical hill, about 260 or 300 feet in height, and about 200 in diameter, richly covered with shrubs, brushwood, and vines about half-way up, and for the remainder powdered over with virgin sulphur to the top. From the fissures in the cone, and interstices of the rocks, a thin white smoke was constantly emitted, occasionally tinged with a slight bluish flame. The precipitous sides of this magnificent amphitheatre were fringed with various evergreens and aromatic shrubs, flowers, and many alpine plants. On the north and south sides of the base of the cone were two pieces of water, one perfectly pure and tasteless, the other strongly impregnated with sulphur and alum. This lonely and beautiful spot was rendered more enchanting by the singularly melodious notes of a bird, an inhabitant of these upper solitudes, and altogether unknown to the other parts of the island.

Nearly a century had now elapsed since the last convulsion of the mountain, or since any other elements had disturbed the serenity of this wilderness, than those which are common to the tropical tempest. But just as the plantation-bells rang twelve at noon, on Monday the 27th, an abrupt and dreadful crash from the mountain, with a severe concussion of the earth, and tremulous noise in the air, alarmed all around it. The resurrection of this fiery furnace was proclaimed in a moment, by a vast column of thick black ropy smoke, like that issuing from the furnace

of an immense glass-house. The same awful scene presented itself on Tuesday and Wednesday, still gathering more thick and terrific for miles around the dismal and half-obscured mountain.

On Thursday the memorable 30th of April, the reflection of the rising sun on this majestic body of curling vapour was sublime beyond imagination: any comparison of the glaciers of the Andes, or Cordilleras with it, can but feebly convey an idea of the fleecy whiteness and brilliancy of this column of intermingled and wreathed smoke and clouds: it afterwards assumed a more sulphureous cast, like what we call thunder-clouds, and in the course of the day, a ferruginous and sanguine appearance, with much livelier action in the ascent, a more extensive dilation, as if almost freed from every obstruction: in the afternoon the noise was incessant, and resembled the approach of thunder still nearer and nearer, with a vibration that affected the feelings and hearing: but as yet there was no convulsive motion, or sensible earthquake. Terror and consternation now seized all beholders. The negroes became confused, and forsook their work; the birds fell to the ground overpowered with showers of favilla, unable to keep themselves on the wing; the cattle were starving from want of food, as not a blade of grass or a leaf was now to be found; the sea was much discoloured, but in no wise uncommonly agitated; and, it is remarkable that, throughout the whole of this violent disturbance of the earth, it continued quite passive, and did not at any time sympathize with the agitation of the land. About four p.m. the noise became alarming, and just before sun-set the clouds reflected a bright copper-colour, suffused with fire. Scarcely

had the day closed when the flames at length burst pyramidically from the crater, through the mass of smoke; the rolling of the thunder became more awful and deafening; electric flashes quickly succeeded, attended with loud claps; and now, indeed, the hurly-burly began.

Shortly after 7 p.m. the mighty cauldron was seen to simmer, and the ebullition of lava to break out on the N.W. side. This, immediately after boiling over the orifice and flowing a short way, was opposed by the acclivity of a higher point of land, over which it was impelled by the immense tide of liquefied fire that drove it on, forming the figure V in grand illumination. Sometimes when the ebullition slackened, or was insufficient to urge it over the obstructing hill, it recoiled back, like a refluent billow from the rock, and then again rushed forward, impelled by fresh supplies, and scaling every obstacle, carrying rocks and woods together, in its course down the slope of the mountain, until it precipitated itself down some vast ravine, concealed from our sight by the intervening ridges of Morne Ronde. Vast globular bodies of fire were seen projected from the fiery furnace, and bursting, fell back into it, or over it, on the surrounding bushes, which were instantly set in flames. About four hours from the lava's boiling over the centre, it reached the sea, as we could observe from the reflection of the fire, and the electric flashes attending it. About half-past one, another stream of lava was seen descending to the eastward, toward Rabacca. The thundering noise of the mountain, and the vibration of sound that had been so formidable hitherto, now mingled in the sullen monotonous roar of the rolling lava, became so terrible,

that dismay was almost turned into despair. At this time the first earthquake was felt: this was followed by showers of cinders, that fell with the hissing noise of hail during two hours. This dreadful rain of stones and fire lasted upwards of an hour, and was again succeeded by cinders from three till six o'clock in the morning. Earthquake followed earthquake almost momentarily, or rather the whole of this part of the island was in a state of continued oscillation; not agitated by shocks, vertical or horizontal, but undulated, like water shaken in a bowl.

The break of day, if such it could be called, was truly terrific. Day-light only was visible at eight o'clock, and the birth of May dawned like the day of judgment; a chaotic gloom enveloped the mountain, and an impenetrable haze hung over the sea, with black sluggish clouds of a sulphureous cast. The whole island was covered with favilla or ash-coloured dust, cinders, scoriæ, and broken masses of volcanic matter. It was not until the afternoon, that the muttering noise of the mountain sank gradually into a solemn yet suspicious silence. Such were the particulars of this sublime and tremendous scene; from the commencement to catastrophe. To describe the effects would be a task truly distressing.

It subsequently appeared, that the damage done to the estates was inconsiderable, when compared to the excess of the volcano; the course of Rabacca River was filled up with lava and ashes, and the land covered in some places from six to twelve inches deep with cinders. One white man and about forty or fifty negroes lost their lives.

The whole appearance of the mountain had changed; and the ascent, where it had been most difficult, ren-

dered plain and easy, by filling up of ravines, and swelling of precipices. The conical mount had been destroyed, and an immense lake of boiling water supplied its place: from this lake vast quantities of black sand were perpetually thrown up; and, on the S.W. side, a large furnace constantly threw up red-hot stones. The beds of the Wallihou and Rabacca Rivers were completely levelled, and appeared, almost throughout the whole of their respective courses, to be changed into volcanoes, abounding in fissures, from which flame, smoke, and sulphur were constantly emitted.

It is reported that for four hours, Barbadoes, 80 miles distant, was obscured in nearly total darkness with the dense and unceasing fall of favilla. This lay on the ground the depth of several inches, and proved a most valuable fertilizing mould to the then almost worn out island. An upper current of air, counter to the trade-wind, must have been the means of conveying the favilla to Barbadoes.

St. Vincent is within range of the hurricanes; one, in 1831, was very disastrous.

This island once possessed a public establishment of great repute, called the Botanic Garden, situate about a mile from Kingstown. It consisted of about 30 acres, wherein were to be found many species of the vegetable world, which the hand of nature had bestowed, as well as many valuable exotics from the East Indies and South America. Here the nutmeg, clove, and cinnamon flourished; and some of the bread-fruit plants, brought by Captain Bligh, still remain. For a long time the Government maintained a superintendent, at a liberal salary, and a number of negroes were allowed to carry on the cul-

tivation; but this beautiful spot has felt the effects of modern economy and retrenchment; a great number of the plants have been removed to Trinidad, the allowances from Government are discontinued, a small part of the ground has been surrendered to the colony, for the purpose of establishing a residence for the Governor, and the remainder is in a state of neglect and desolation.

But there are still extant in St. Vincent some fine specimens of the valuable exotics of the east; and fortunately, several plants of the nutmeg trees had been previously distributed through the island, and promise in a few years to become abundant; in quality this spice is said to be quite equal to that brought from the east. It is very much to be regretted that so valuable an establishment as this should be suffered to decline. But we hope the inhabitants of St. Vincent will revive it, and take their part in the endeavour after agricultural and horticultural improvement, now becoming general among the West India colonies.

In August, 1831, St. Vincent, St. Lucia, and Barbadoes, were visited with a terrific hurricane, which tore up the trees, destroyed the church and other houses, and did most serious damage.

There are two mineral springs, called the "Belleair," and the "Marriaqua Spa," but of which no accurate analysis has yet been obtained; the first is about two miles, the latter ten or eleven miles from Kingstown, on the windward or eastern part of the island. These springs are different in their nature—the first partaking chiefly of saline—the other of chalybeate properties; but both are much esteemed for their refreshing and medicinal effects. The Belleair Spa is easy of access by a good road; that at

Marriaqua is more difficult, being situated in the interior of the island, remote from the public highway or from any extensive settlement or plantation.

Passengers are landed here generally by the steamers' boats. There is no detention or examination of luggage. Dollars at 4*s*. 2*d*., and English money are current.

There are two hotels close to the landing-place, respectably conducted; the charges are moderate, the accommodation good, and water excellent.

Persons with letters of introduction visiting the island are received with kindness, and hospitably entertained by the residents. Passports are not required on landing; but when leaving for a foreign country they are taken.

There are four Wesleyan chapels in the island; one Episcopal church, and the Presbyterians and Catholics have also places of worship. Schools for children are attached to the two first. These schools only teach the rudiments of learning. There is a lamentable deficiency of a higher class of schools. Three newspapers are published on alternate days in each week; but the inhabitants have not yet established either library or public news-room. About 400 of the military are stationed here.

The Government consists of a Lieutenant-Governor, Council, and House of Assembly; these constitute a combined legislative body. In the frame of its Government and the administration of executive justice, St. Vincent seems to differ in no respect from Grenada.

The Council consists of twelve members, the Assembly of seventeen.

The average range of the thermometer in the

shade is 80° to 81°. The coolest months are from November to April, and the warmest from May to October. The latter half-year is the rainy season. The uniformity of temperature, and the absence of stagnant or marshy lands, render the island very healthy.

Drs. Melville and Arundell in the town, and Chappin and Huggins in the country, are the medical men in most repute. James Colquhoun, Esq., St. James's Place, London, is the Agent for the colony in England.

	Births.	Marriages.	Deaths.
1842.....	761	450	249

These are noted "as taken from lists furnished of Baptisms, Marriages, and Deaths, and of course form a very imperfect return."

Shipping.

Inwards.	Ships.	Tons.	Men.	Outwards.	Ships.	Tons.	Men.
1841 ..	306	23,713	2,125	1841 ..	360	24,373	2,407
1842 ..	409	27,079	2,807	1842 ..	382	24,382	2,407

Militia.

Total, 1841.....	770		
,, 1842.....	676		
The Adjutants receive, per Annum....	£114	11	8
Armourer	41	13	4
Total.....	£156	5	0

1841. The denomination of Currency has been abolished, and Sterling Money substituted in lieu.

Schools and Scholars.

10 Schools, 1842. Males..454 Females..376 Total..830
Other Scholars, not sexed 324

1,154

Total Expense £831 13 4

Paid chiefly by the Colonial Government, and a small part by the Parents. The following note is by the Rector of Charlotte Parish:—"Unless some means be devised for continuing the Schools in Charlotte, they must cease very shortly. Voluntary contributions are out of the question."

Mico Charity, 2 Schools, 1840. Males ..51 Females ..44
Abandoned in 1841.

,, ,, 1 School, 1840. Males ..39 Females ..16
1841. ,, ..32 ,, ..26
1842. ,, ..28 ,, ..27

Cost, £40 per Year.

Moravians, 1 School, Infant System .... 1840. Males.. 94 Females.. 80
1841. ,, 347 ,, 421
1842. ,, 394 ,, 335

Note.—The Master of the Whim School (Wesleyan) receives no stipend, either from the Lord Bishop or the Colony. The School has been in operation about six months.

Average Prices of Provisions.

	1840. £	s.	d.	1841. £	s.	d.	1842. £	s.	d.
Wheaten Bread, per 14 ozs.	0	0	4	0	0	4	0	0	6
Beef ..... ,,	0	0	9	0	0	9	0	0	9
Mutton..... ,,	0	1	0	0	1	0	0	1	0
Pork..... ,,	0	0	8	0	0	8	0	0	8
Rice..... per cwt.	1	12	0	1	12	0	1	12	0
Coffee ..... per lb.	0	2	0	0	2	0	0	2	0
Tea ..... ,,	0	7	0	0	7	0	0	8	0
Sugar ..... ,,	0	1	0	0	1	0	0	1	0

Wages for Labour.

	1840. £	s.	d.	1841. £	s.	d.	1842. £	s.	d.
Domestic, per month	1	12	0	1	12	0	1	12	0
Predial, per day, house & ground	0	1	0	0	0	8	0	0	8
Trades, ,,	0	2	0	0	1	6	0	2	6

Number of Mills employed in Manufacture of Sugar, Molasses, and Rum.

	Water.	Wind.	Cattle.	Steam.
1840.	26	28	3	20
1841.	26	24	3	21
1842.	26	20	6	21

Amount of Collective Imports and Exports, 1840,

Imports.....£173,066 Exports.....£202,109

Amount of Slave Compensation paid to St. Vincent was £592,508 18s. 0d.

Newspapers, published at Kingstown.

The Royal Gazette, on Saturday, by John Drape. Established 1784.

Thursday's Gazette, Thursday, by Thomas Le Gall. Established 1825.

STATIO HAUD MALEFIDA CARINIS.

ST. LUCIA,

Is situated between 13° and 14° N. lat.; and 59½° and 60½° W. long. The soil is fertile. The finest part of the island is the S.W. quarter, which is well cultivated and thickly inhabited.

This island was discovered on St. Lucia's day. It was first settled by the English in 1639; and, after various changes between the French and English, was finally ceded to Great Britian in 1814. During these hostile takings and retakings, many of the inhabitants died from the effects of disease and famine, as well as from war. St. Lucia is at present a British colony in little more than the name. Property is chiefly in the hands of French settlers, who compose the principal portion of the society. The people are French in language, manners and feelings, and little progress has yet been made in amalgamating the two nations.

The appearance of this island from the sea is very beautiful. It is composed of high and broken land, covered with forests, some of which are scarcely penetrable. Many of the mountains are so steep that no animal can ascend them, and others rise like pinnacles to an astonishing height. Some have broader bases, covered with wood to their summits, which terminate in the craters of exhausted volcanoes. Of the latter description is the Sulphur Hill, on the south-west end of the island; the crater of which lies on an eminence between two mountains.

On the first view of this volcano from about half-way up one of these mountains, it appears like a vast lime-pit, and is occasionally covered with smoke, which forms a white cloud in the atmosphere. From the same eminence the working of the fire and boiling of the water could formerly be heard. The convulsions of the mountain have heretofore occasioned frequent earthquakes in the island; nevertheless there are several excellent plantations in its neighbourhood.

A naval officer thus describes his visit to this remarkable scene: As this crater is different from any described, you must imagine to yourself a vast surface of chalk and native sulphur, of about a quarter of a mile in length and about half that breadth, lying between two prodigious hills, half of whose sides are composed of the same materials, the woods, and precipices. In this plain are seven openings, three raging with flames, and four filled either with a black bituminous water, or a white water of alum, of such a consistency as to crack like boiling pitch; and of such a heat, that no person can put his hands within a foot of any part. All these craters are covered with clouds of sulphureous smoke, now shooting up

in pyramids, now expanding over the surface of the great crater. Add to this, our approaching nearer and nearer to the noise which we had before heard at a distance, and that there was only myself and servant, accompanied by one poor negro, you will be little surprised that I at first refused to venture on this Tartarean gulf. At last, however, I *did* venture, and closely examined the whole, though often in no small danger of suffocation, by the rolling back of the smoke from the eddies of the wind. This crater is so unsteady, that in some places you are obliged to step from one stone to another; for were you to step on the plain, you would instantly fall in, and perhaps be no more heard of; it giving way, in most places, to your stick, which, thrust into the earth, is followed by a stream of smoke.

This volcano is a *Solfatara,* (a *Souffriere,* as the French call it,) having no metal or lava. The sulphur is exceedingly pure, crystalized like marcasites, and so potent as to scent the air to an intolerable degree five miles distant. I threw some stones into the fiery gulf, which seemed to rage most violently, but they were not thrown back again, though the fire seemed yet to want sufficient vent. But this was always accompanied with a great torrent of smoke. The flames were fierce beyond imagination—not undulating like common fire, but resembling more the broken sparks that you generally see from fire-works. We shouted by our negro's direction, which produced a singular effect, making the boiling water rise to considerably more than its usual height, which I take to be at least six feet. The pure stream, I first mentioned, runs unadulterated through the crater; and a slow green vitriolic styx creeps with an intole-

rable stench through the other side. The circumstance of fire and water united exists indeed in all mountains of this nature, but are in none of our European ones so visibly perceived in their eruptions.

Mr. Coleridge thus describes St. Lucia from the sea:—

"The first approach to this island from the southward offers a striking combination of various scenery. The two rocks, which the gods call Pitons, and men Sugar Loaves, on the south-west, rise perpendicularly out of the sea, and shoot up, in cones, to a great height. These rocks, which are feathered from the clouds to the waves with evergreen foliage, stand like the Pillars of Hercules, on either side of the entrance into a small but deep and beautiful bay. A pretty little village, or plantation, appears at the bottom of the cove; the sandy beach stretches like a line of silver round the blue water, and the cane-fields form a broad belt of vivid green in the back ground. Behind this the mountains, which extend north and south throughout the island, rise in the most fantastic shapes. The clouds which, within the tropics, are infallibly attracted by any woody eminences, contribute greatly to the wildness of the scene: here, at times, they are so dense as to bury the mountains in darkness: at other times they float transparently, like a silken veil; frequently the flaws from the gulleys perforate the vapours and make apertures in the smoky mass; and then again the wind and the sun will raise the whole majestically upward, like the curtain of a gorgeous theatre."

Castries, the capital, is on the western side of the island; it lies at the bottom of a deep irregularly-formed harbour. It is one of the best harbours in

the windward islands, having deep water and good anchorage ground. The steamer's boat will land you. The town appears almost deserted; the buildings are detached, they are chiefly composed of wood that had been warped and disfigured by the climate, and there are but few signs of active industry in the streets.

The Government-house in Castries stands on a high hill above the town, and the road to it is a zigzag of acute angles, intersected by brick trenches for carrying off the water; for it rains nine months out of the twelve at St. Lucia. From the summit of this hill on a clear night, the traveller has said,

"I never saw heaven so close before. Not only Venus and Sirius, and the glorious Cross of our Faith in the south, and 'Charlemaine amongst the starris seaven,' low in the north, shone like segments of the moon; but hosts of other luminaries, of lesser magnitude, flung each his particular shaft of splendour on the tranquil and shadowy sea. As I gazed, the air burst into atoms of green fire before my face, and in an instant they were gone. I turned round and saw all the woods upon the mountains illuminated with ten thousands of flaming torches [fire-flies and beetles] moving in every direction, now rising, now falling, vanishing here, re-appearing there, converging to a globe, and dispersing in spangles. No man can conceive from dry description alone the magical beauty of these glorious creatures."

The laws in force here at the time preceding the last cession to France still prevail, except so far as they have been altered by orders in council, to which St. Lucia, as a colony acquired by conquest, is still subject. With this exception, therefore, it is go-

verned by the ancient law of France, as it existed before the promulgation of the code Napoleon. The old laws proceed from two very different sources or authorities; some were enacted by the kings of France, or government at home, and others by the governor and intendant jointly—the local authorities. These laws will be found in the collection entitled 'The Code of Martinique,' printed in five vols. All the papers, registers, and archives, of St. Lucia, were burnt at the fire that destroyed Castries, in 1790. The supreme court of this island is now constituted according to the provisions of the order in council of the 20th of June, 1831.

Population.

	Whites.		Coloured.		
	Males.	Females.	Males.	Females.	Total.
1840	982	820	9,629	11,226	22,657
1841	971	819	10,647	12,386	24,828
1842	920	821	11,593	13,496	26,830

1840, Aliens and Strangers ..... 446.
1841, ,, ... 308.
1842, ,, ... 383.

	Births.	Marriages.	Deaths.
1840	553	83	171
1841	619	78	197
1842	757	146	248

Schools and Scholars.

1840.	7 Schools,	Males..	274	Females..	50	Total..	324.
1841.	,,	,,	398	,,	76	,,	474.
1842.	,,	,,	313	,,	58	,,	371.

Expense in 1842, Mico Charity, £1,181 15s. 2½d.

No Private Schools.

Shipping.

Inwards.	Ships.	Tons.	Men.	Outwards.	Ships.	Tons.	Men.
1840....	245	11,726	1,555	1840....	256	11,771	1,611
1841....	246	12,071	1,599	1841....	249	12,225	1,693
1842....	253	13,848	1,641	1842....	257	13,883	1,657

Wages for Labour.

	1840. £	s.	d.	1841. £	s.	d.	1842. £	s.	d.
Domestic, per month	1	10	0....	1	12	0....	1	4	0
Predial .. ,, ...	1	10	0....	1	10	0....	1	12	0
Trades .. ,, ...	2	10	0....	2	10	0....	3	0	0

Prices of Provisions.

	£	s.	d.
Wheaten Bread, per lb.....	0	0	4
Beef ..... ,, ...	0	0	10
Pork ..... ,, ...	0	0	10
Mutton ..... ,, ...	0	0	10
Rice ..... ,, ...	0	0	3 to 7d.
Coffee..... ,, ...	0	0	9½ ,, 1s.

Currency.

Coin.—The amount cannot be ascertained. Paper.—Notes of Colonial Bank estimated at $40,000 in 1840; $50,000 in 1841; and $45,000 in 1842.

Lands under Crop.

	Sugar.	Coffee.	Cocoa.	Prov.	Pasture.	Cotton.	Uncult.
1840. Acres..	2,476	20	24	1,828	3,080	0	18,539
1841. ,, ..	2,837	486	103	2,094	2,291½	0	18,297
1842. ,, ..	3,240	471	114	1,814	2,630	3	9,486

Stock.

	Horses.	Horned Cattle.	Sheep.	Goats.
1840.	910.....	2,673.....	1,626.....	561
1841.	885.....	2,500.....	1,832.....	661
1842.	744.....	2,165.....	1,794.....	712

Amount of collective IMPORTS and EXPORTS, 1840,

Imports..... £66,078 Exports..... £84,029.

The amount of Slave Compensation paid to the Proprietors, was £335,627 16s.

NEWSPAPER published in Castries :—

The Independent Press, Thursday, by G. R. Plummer. Established 1839.

The Palladium, Thursday, by C. H. Wells. Established 1838. (Suspended.)

MARTINIQUE.

As you come up from the southward, you pass close to that remarkable round-pointed rock, called the Diamond, 580 feet high. It is in the form of a cupola, and like that of St. Paul's, London, but twice the size. On the top of this rock Captain Morris hoisted a 32-pounder from the top-sail yard-arm of his ship during the last war, and mounted it on this perilous fortress to the great annoyance of the French traders.

Martinique was discovered by the Spaniards in the year 1493. It afterwards came into the possession of France, by which power it was held till about the middle of the 18th century, when it fell into the hands of the English. It was subsequently restored to France at the peace of 1814. Martinique is still a colony of France; it is the largest island in the West Indies belonging to that country. It is nearly 50 miles in length by 16 in breadth, and comprehends an area of 3,382 square miles. The surface is uneven and intersected in all parts by steep and rugged rocks. One of the highest, called Piton de Corbet, is about 800 feet above the level of the sea. The shape of this hill resembles a cone, and it is on that account very difficult of access. The palm trees that cover it become more lofty and abundant near the summit, and these continually attract the clouds, which occasion noxious damps and contribute to render it more rugged in appear, ance, and more dangerous to ascend. There are two other mountains conspicuous from their eleva-

tion, and from these descend streams which irrigate the island. Martinique is better supplied with water and less exposed to hurricanes than Gaudaloupe, whilst the productions of both islands are nearly the same.

The terrific hurricane of August 1831 visited Martinique, but only injured the houses and plantations slightly, compared to what were its devastating effects on Barbadoes, St. Vincent, and St. Lucia. It is curious to mark the course of its fierce career. In the night of the 10th of August it visited Barbadoes. On that evening the sun set on a landscape of the greatest beauty and fertility, but rose on the following morning over a scene of utter desolation and waste. Every tree that was not entirely uprooted, was deprived of its foliage and branches; houses were thrown down to the ground, or materially damaged, and many families buried in the ruins. The evening of the 10th of August was not remarkable for any peculiarity of appearance; but in the night it began to rain, accompanied with flashes of lightning, and a high wind; at midnight the wind encreased, the rain fell in torrents, and the lightning was vivid in the extreme. At one o'clock the hurricane commenced, and from two until day-break it is impossible to convey any idea of the violence of the storm. The noise of the wind, the peals of thunder, and the rapidly repeated flashes of lightning, more like sheets of fire, the impenetrable darkness which succeeded, the crash of walls, roofs, and beams, were all mixed in appalling confusion. The tempest did not entirely cease, nor the atmosphere clear up, until about nine o'clock of the morning of the 11th.

On the 11th it passed over the islands of St. Vin-

cent and St. Lucia, extending a portion of its influence to Martinique and islands to the N.W., and to Grenada on the South, but exhibiting its principal violence between 12½° and 14½° N., or the parallels of Barbadoes and Martinique. On the 12th it arrived on the southern coast of Porto Rico; from the 12th to the 13th it swept over the south side of Hayti, and extended its influence as far southward as Jamaica. On the 13th it raged on the eastern portion of Cuba, sweeping in its course over large districts. The town of Aux Cayes, in Hayti, was almost destroyed by its force, and that of St. Jago de Cuba was very much damaged. On the 14th it was at Havana, and towards the west end of Cuba. On the 15th it proceeded north-westward, and on the 16th and 17th it arrived on the northern shores of the Mexican Sea, in about the 30th degree of latitude, raging simultaneously at Pensacola, Mobile, and New Orleans, where its effects were continued till the 18th. At New Orleans, on the 17th, it came on in dreadful gales, from N.E. to S.E., accompanied with torrents of rain. Almost all the shipping in the river were driven on shore, and very few of the smaller craft escaped total wreck. The back part of the city was completely inundated. The sugar canes, above and below the city, were laid flat, and the loss was enormous. The gale was felt at Natchez, 300 miles up the river; and hereabout it spent itself in heavy rains, after having occupied a period of six days in its cycloidal course from Barbadoes.

The distance passed over by this storm, in its passage from Barbadoes to New Orleans is equal to 2,100 nautical miles. The average rate, about 15 miles an hour.

Hurricanes in the West Indies have been seldom known to extend to the southward of 12° N. lat. The season when they may be expected is from August to the full moon of October; and it is said that they most frequently happen three days before and after the full and change of the moon during that period.

"And although it is true," writes a naval officer, "that the prognostics of a coming storm are, in general, sufficiently plain to be understood by a spectator, from the angry appearance of the firmament, yet it is also true that there is no particular indication in any one quarter of the horizon sufficiently marked, like the space occupied by the *Black squall* panoply of the Caribbean Sea;—so that an acute seaman shall say—"thence will the blast come." On the contrary the clouds gather together in dense masses, of a cinereous hue, in every direction, until the whole canopy of heaven is overspread, and the gloom at last becomes so intense that, even at mid-day, to speak within bounds, beyond a quarter of a mile no object can be even indistinctly seen. There are, however, some degrees of variation in the intensity of the obscurity, but we all know that the measure of distance by the eye upon such an exciting occasion is not likely to be very exact: at one period in a hurricane, just as the ship was dismasted, at the *crisis*, near noon, we could not clearly distinguish the end of the bowsprit from the quarter-deck."

The country round the town, St. Pierre, is beautiful, smoothly rising in a green upland of canes, intersected with winding roads and dotted with white houses, whilst a deep ravine on one side, and precipitous mountains on the other, inclose the picture as in a frame. All visitors are liberal in their praise

of the beauty of this town. The streets are neat, regular, and cleanly; the houses are high and have more the air of European houses than those of the English colonies. Some of the streets have an avenue of trees, which overshadow the footpath; and on either side are deep gutters, down which the water flows. There are four booksellers' houses, and the fashions are well displayed in other shops. The cause is this: the French colonists, whether Creoles or French, consider the West Indies as their country: they cast no wistful looks towards France: they marry, educate, and build in and for the West Indies, and for the West Indies alone. In our colonies it is different; they are considered more as temporary lodging-places, to be deserted so soon as they have made money enough by molasses and sugar to return *home*.

But we must land, as the steamer cannot stop. You are landed by shore boats, if you can get them; if not, by the boats from the steamer. As you are a passenger in the steamer, the custom-house officer does not search your luggage, but politely asks you what are the contents of your trunks. Had you come by sailing vessel there would have been much pother about them.

It is also the same as to passports. One may arrive and depart in the steamers without their being required; it is not so when you come or go by sailing ships; in this case much formality is observed. The fee for a passport taken from here is 10 francs, and you must personally attend at the offices of the Commissary of Police and that of the Administrator of the Interior. You escape all this trouble by being a

passenger in the Royal Mail Company's steamers. The French colonists have no packets of their own. These steamers form the only regular link with Europe and the French inhabitants in Martinique.

English gold or silver does not pass current here, but Spanish dollars and French coins are accepted: there is no bank.

There are two very good hotels close to the landing-place; one in the English style, and one in the French; the cost of living is from 2 dollars to 3 dollars a day.

There is a theatre, which English travellers pronounce the best in the West Indies; and a botanic garden, which is in a flourishing and improving state, about a mile from the town. You must walk, as no carriages are to be hired. There is a news-room with billiards, but no library. There are two churches and two chapels, and instruction is given solely in French, a few inferior schools both for juveniles and adults; all Roman Catholic.

This island is ruled by a Governor, assisted with other chiefs under his order, elected according to the laws of France, as stated under the head of Guadaloupe.

About 400 of the military are stationed here.

The Governor resides at Fort Royal, the seat of government, 21 miles from St. Pierre, the commercial sea-port.

The mode of conveyance to Port Royal is in small covered boats rowed by four men. On return you sail back favoured by the wind.

The beauty of the coloured women is much spoken of, and their rich and gay costumes set off their dark countenances. A crimson, green, or saffron shawl

jauntily carried over the head, and bent back with sham jewels into a tiara, gives them a voluptuous and imperial air.

Daniel O'Mullane, Esq., is the Agent in this island for the Royal Mail Company.

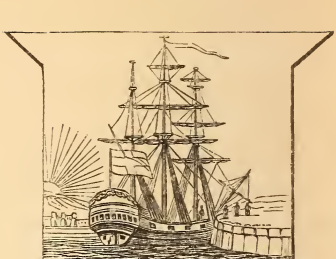
The number of the Slave population, according to census of 1838, in Martinique was 76,517.

M. Schœlcher estimates the number of slaves that had escaped from Martinique and Guadaloupe alone, to the English islands, up to 1842, at 5,000; "The troops of the line" he remarks, "are harassed by the severe duty of guarding the coasts in conjunction with the colonists.'

Two NEWSPAPERS are published at Martinique.

Journal Officiel, at Port Royal, on Wednesday and Saturday, by M. Thoubeau. Established 1817.

Courrier de la Martinique, at St. Pierre, on Tuesday and Friday, by Bart. Thounen. Established 1832.



ANIMIS OPIBUSQUE PARATI.

DOMINICA

Was discovered by Columbus on his second voyage, on Sunday, November 3rd, 1493, and hence called by him St. Domingo or Dominica. It lies in 15° 25′ N. lat., and 61° 15′ W. long.; is 29 miles in length, and about 16 in breadth; and contains 186,436 acres of land, divided into ten parishes. For many years, though claimed by England, France, and Spain, the several claims were undecided. It fell by conquest, in the year 1759, into the possession of the English, and it was afterwards ceded to England by France, by the treaty signed in Paris, 1763. In October of that year, commissioners were appointed to dispose of the lands, and letters patent were issued placing Dominica with other islands under the government of Grenada, and directing the governors, "that so soon as the state and circumstances of the said colonies should admit thereof,

they should call general assemblies and make laws as near as may be agreeable to the laws of England, &c."

The island is extremely mountainous, and appears rugged and broken. Several of its mountains are extinguished volcanoes, which still frequently discharge burning sulphur, and from which issue hot springs. There are several rivers and rivulets which abound in fish. The soil is rich in the extreme, and the vegetation is most luxuriant; the trees are of an uncommon height, and far exceed the tallest timber in England: the ferns, too, are of extraordinary size; there are whole forests of these in the dips and recesses of the hills, some of the separate ones stand 20 to 25 feet in height.

Roseau, where the steamer calls, is the capital; it is seated on a point of land which forms two bays, Woodbridge to the north, and Charlotteville to the south. In the hurricane months, the sea from the southward tumbles in here in a terrific manner, and rises at times to an alarming height.

"The scenery behind the town is beautifully grand;" remarks the same lively writer we have before quoted, "indeed, the whole prospect from the edge of Morne Bruce, a lofty table rock occupied by the garrison, is one of the very finest in the West Indies. The valley runs up for many miles in a gently inclined plane between mountains of irregular heights and shapes, most of which are clothed up to their cloudy canopies with rich parterres of green coffee which perfumes the whole atmosphere even to some distance over the sea; the river rolls a deep and roaring stream down the middle of the vale, and is joined at the outlet of each side of a mountain

torrent, whilst at the top, where the rocks converge into an acute angle, a cascade falls from the apex in a long sheet of silvery foam."

The town of Roseau is well laid out; the streets are long and spacious and regularly paved, intersecting each other at right angles; there is also a large square or promenade; but the effects of the great fire that occurred in 1781, together with the tyranny and folly of the French rulers, were so ruinous both to the colony in general, and the town in particular, that neither the one nor the other have since that time been able to recover their former prosperity. You may walk along a street for half a mile, the houses seem to be complete, but they are all closed, and the grass grows lush and verdantly between the stones.

The fortifications of Roseau, namely, Young's Fort, Melville's Battery, Bruce's Hill, and Fort Demoulin, are very strong and in commanding positions.

The climate may be said to resemble that of England very much, with the exception of its greater moisture. The average temperature at Roseau is between 73° and 85°, but in the interior and on the mountains the heat is much reduced, and indeed so cold as to render woollens indispensable for body clothing, and bed covering.

The inhabitants are divided by language and religion, and petty intestine quarrels destroy that unanimity which in so small a community should prevail.

Coffee is the chief product of the island. There are about 200 coffee plantations and 50 sugar estates.

The highest mountain in Dominica is 5,300 feet

above the level of the sea. At about six miles from Roseau, near the centre of the island, and on the top of a very high mountain, surrounded by others more lofty, is a lake of fresh water, covering a space of several acres, and in some places unfathomable; it spreads itself into three distinct branches, and has a very extraordinary appearance.

The laws in force in this island are its own acts of Assembly, and so much of the common and statute law of England, adapted to the circumstances of the colony, as existed prior to the proclamation of 7th October 1763, and such acts of Parliament passed since, as are expressly declared or manifestly intended to apply to the island or to the colonies in general.

SHIPPING.

Inwards.	Ships.	Tons.	Men.	Outwards.	Ships.	Tons.	Men.
1840..	277	12,666	1,673	1840..	273	12,294	1,683
1841..	316	13,030	1,860	1841..	321	12,808	1,846
1842..	344	13,431	—	1842..	347	13,709	—

SCHOLARS.

1840.	Daily..... 1,064.	Sunday..... ..
1841.	,, ... 1,420.	,, ... 293
1842.	,, ... 1,176.	,, ... 246

Supported partly from funds at disposal of Bishop, partly Mico Charity, and a small part by Collections and Subscriptions, and Wesleyan Missions.

Total Expenditure of the Mico Charity in the Island, for the Year ending 30th September, amounts to £1,770 4s. 11½d. sterling.

	Baptisms.	Marriages.	Burials.
1840	717	351	157*
1841	52	12	83
1842	118	27	76

Wages for Labour.

	1840.	1841.	1842.
Domestic, per month	18s. to 25s.	18s. to 25s.	20s.
Predial on Estates, with House and Ground, per day	9d. to 1s.	7½d. to 9d.	9d.
Trades on Estates, with House and Ground, rent free, per day	10d. to 1s.6d.	9d. to 1s.	3s
Ditto, without ditto	2s. to 3s.6d.	2s.6d. to 3s.6d.	

Prices of Provisions.

	1840. £	s.	d.	1841. £	s.	d.	1842. £	s.	d.
Wheaten Bread, per lb.	0	0	3¾	0	0	4	0	0	4
Beef ,,	0	0	7½	0	0	7½	0	0	7½
Mutton ,,	0	0	9	0	0	9	0	0	9
Pork ,,	0	0	5½	0	0	5½	0	0	5½
Rice per quart.	0	1	0	0	1	0	0	1	0
Coffee per lb.	0	1	0	0	1	0	0	1	0
Tea ,,	0	6	0	0	7	0	0	7	0
Sugar ,,	0	0	7	0	0	7½	0	0	4

Course of Exchange.

Average rate on London, 1840, £247 10 0 per £100 sterl.
,, 1841, £247 7 11 ,,

1842.—By an Act of the Legislature of this Colony the Currency has been assimilated to that of Great Britain.

A Sulphur Mine, on the Souffrière Estate, in the parish of St. Mark, shipped in 1840 to Great Britain, upwards of 450 tons of ore.

* The number of deaths cannot be accurately ascertained. Those only who have been buried in the town of Rosean are entered in the register.

The amount of Slave Compensation to Dominica was £275,923 12s. 8d.

Collective amount of IMPORTS and EXPORTS, 1840.

Imports.....£61,004 Exports.....£76,681

Two NEWSPAPERS are published at Roseau.

The Dominican, on Wednesday, by G. C. Falconer. Established 1832.

The Dominica Colonist, Saturday, by W. F. Stewart. Established 1825.

GUADALOUPE

Is situated in long. 62° W. and lat. 16° 20′ N. It consists properly of two islands, separated from each other by a narrow channel called *La Rivière Salèe*, which is navigable by vessels of 50 tons burthen. This strait is an arm of the sea, about two leagues in length, and no scene can be more pleasant than the passage; the water being clear and still, and the banks on each side lined with mangroves and palmettoes, which afford excellent refreshment and shelter from the heat.

Guadaloupe was discovered by Columbus, who found it inhabited by a warlike people; but they were soon subdued by the Spaniards. In 1635 it was taken by the French. In 1759 it was conquered by Britain, but restored to France in 1763. After this period it was twice taken by Britain, but by the political adjustment of affairs which took place in 1814, it reverted to France.

The western division of the island, called Basse Terre, is the most important; it is 15 leagues in length and 14 in breadth, and divided into two parts by a ridge of very high rugged mountains, extending north and south; so high, indeed, that the continual cold suffers nothing to grow but fern, and sometimes useless trees covered with moss. Toward the south point there appears a mountain, called *La Souffriere*, or the Sulphur Hill, which is about 5,500 feet above the level of the sea. This mountain exhales a thick black smoke, mixed with sparks, visible from the sea. From the mountains flow many streams, that

carry fruitfulness into the plains, and attemper the burning air of the climate.

The eastern division of the island, distinguished by the name of Grand Terre, about 14 leagues in length and 6 in breadth, has not been so much favoured by nature as the western part; it is less rough, and more level, but it wants springs and rivers; the soil, more sandy, is not so fertile, nor is its climate so healthy. The eastern part is very low. The principal town, Port-a-Pitre, or St. Louis, contains about 15,000 inhabitants, and is a place of considerable trade.

The chief town of Guadaloupe is that named Basse Terre, to which the steamers convey the mails and passengers; it is situated near the south end of the island. It is a very pretty and convenient town; it is clean, well built, the seat of Government, and contains 5,500 inhabitants. It has also two parish churches, a government house, hall of justice, a large hospital, an arsenal, some good public fountains and promenades, and a fine colonial garden. It is defended by several batteries on the sea side.

Guadaloupe is celebrated for the beauty of its women. It was first peopled by the French, and it belongs to them now: the dress and manners of the mother country are prevalent.

The legislature consists of a governor and a colonial council of 30 members, elected for five years by natives of France, resident in the island, above 25 years of age, and paying taxes of 300 francs a year, or having a capital of the value of 30,000 francs. In 1836, the number of electors was 1092. To be eligible for a member of council, the individual must be 30 years of age, and pay taxes to the amount of

600 francs, or possess property to the value of 60,000 francs. In 1836, 619 persons were eligible for counsellors. The colony had in 1836 a military commandant, and an armed force of 2,138 men, including 100 officers.

The Governor of Guadaloupe is independent of the Governor of Martinique.

The number of slaves in 1838, was 93,349.

Two NEWSPAPERS are published at Guadaloupe.

Journal Commercial, Point a Pitre, Wednesday and Saturday, by Vve Minée. Established 1811.

Courrier de la Guadaloupe, Point a Pitre, Tuesday, Thursday, and Saturday, by A. Haget. Established 1834.

ANTIGUA

Is the largest and most important English island in the Northern Windward group. It was discovered by Columbus on his second voyage in 1493, and named by him from a church in Seville called *Santa Maria de la Antigua*. It is situate in lat. 17° 3′ N. and long. 62° 7′ W.; it is of an oblong shape, being about 20 miles long, about 50 miles in circumference, and contains 59,838 acres of land. It is divided into six parishes and eleven districts.

As early as 1632, a few English families took up lands there and began the cultivation of tobacco. This island had been granted by Charles I. to the Earl of Carlisle, but Charles II. purchased the Earl's rights, and conferred them on Lord Willoughby, then governor of Barbadoes, who settled a colony there in a few years.

Antigua enjoyed a legislative assembly at least as early as 10th of April, 1668, this being the date of

the first Antigua Act mentioned in the printed collections. This island being afterwards subdued by a French force, but subsequently retaken by the British, all the former titles of British subjects to land therein had become forfeited to the Crown, and Charles II. granted confirmations of former titles of these lands, in consideration whereof the Assembly by Act of 19th of May, 1668, consented to the imposition of the $4\frac{1}{2}$ per cent. duty on exported produce, which was only repealed in 1838, as previously shewn in the article on Barbadoes.

In 1672, Antigua with St. Kitt's, Nevis, Montserrat, and the Virgin islands, were consolidated under one general government, called "The Leeward Caribbee Island Government." This Leeward Island Government no longer exists, the islands of which it was composed being differently combined. On the 19th December, 1832, the islands of Antigua, Montserrat, Barbuda, St. Kitt's, Nevis, Dominica, and the Virgin islands, were comprised under one government; each island, however, enjoying a legislative council and assembly of its own.

The council of Antigua consists of 12 members, and the assembly of 25.

Antigua has a rocky shore, and is surrounded by many dangerous reefs. There being no rivers, and but few springs, and those mostly brackish, the inhabitants are obliged to preserve the rain water in tanks and cisterns. Excessive droughts sometimes impede and destroy vegetation.

But, dry as Antigua is generally represented to be, the interior is not without gentle wooded hills and green meadowy vales. The island has no central eminences; the highest elevation being about 1200 feet; but is, for the most part, ramparted round by

very magnificent cliffs, which slope inward in gradual declivities. The heart of the island is verdant with an abundant pasturage or grassy down, and the numerous houses of the planters, embosomed in trees, have more the appearance of country mansions in England than almost any others in the West Indies. The shores are indented in every direction with creeks, and bays, and coves, some of them running into the centre of the plantations like canals, some swelling into estuaries, and others forming spacious harbours. Beyond these, an infinite variety of islands and islets stud the bosom of the blue sea, and stand out like so many advanced posts of defence against the invading waves. They are of all sizes and shapes, and are given up to the rearing of provisions and the maintenance of a great number of cattle.

The steamer goes to English Harbour, which is on the south side of the island, and has a compact dockyard, with stores and materials for repairing and heaving down and careening ships.

The mouth of English Harbour, which is 113 fathoms across, was formerly defended in times of warfare by an immense iron chain. This, however, is now no more; but it is said the staples by which it was secured still remain in the massive rocks. The harbour is now protected by two forts, placed on each side of the opening; Fort Charlotte mounted with four guns, 18 and 24 pounders; Fort Berkley, mounting 24 guns. At the latter fort is a magazine.

This harbour is a remarkably snug and pretty place, but reputed to be unhealthy. The extreme neatness of the docks, the busy village in their vicinity, the range of hills of various shapes and colours which encircles the inland sides, and the

rocky ridge which frowns over the mouth, with its union-flag, and cannons, and ramparts, present such a combination of tropical beauty, and English style and spirit, as is scarcely to be seen in the West Indies.

At English Harbour, where passengers land, accommodation is to be found at Richardson's Hotel, which is as neat and comfortable as such places generally are. Horses and carriages may also be procured at Brooke's and Gordon's, which is a great convenience to those whom business directs to proceed to the capital. Nor are the roads in general to be complained of, considering the annual injury they sustain in the rainy season. English Harbour is a naval dock-yard, where the largest ships on the station may be hauled up alongside the wharf to be repaired. The water is deep enough to float vessels of any burden, and the wharf is very commodious to land passengers and baggage from the steamer. In order to facilitate the approach of the steamers during the night or in hazy weather, the Legislature are about erecting lights to guide them. Passengers may avail themselves of the boat kept by the Queen's pilot.

St. John's, the capital of Antigua, lies 12 miles distant and on the opposite side of the island; it is prettily situated on the top and acclivities of a moderate eminence. The streets are wide, and laid out at right angles, and are generally clean, and some of the houses are good notwithstanding the severe shock they sustained in the late earthquake. The population of the city by the census just taken is nearly 9000. In more than one instance the police force has not been found sufficient to check the law-

lessness of the lower orders, and to correct which it has been recommended that power should be given to the local government by an act of corporation to this and other cities for their own guidance and protection. Jamaica and Trinidad are, we believe, the only islands where the capitals possess civic self-rule. We are not prepared to enter into the legal points, but we agree with our correspondent that charters of corporation emanating from the Crown would be of much service, and perhaps if memorials were forwarded to the proper quarter, many salutary changes in this way might be effected. What the colonists require is more independence of action and power to act in local matters.

The traveller may calculate on meeting in St. John's every comfort beyond what an itinerary or hebdomadal visitor would wish for. There are some very good hotels after their sort, the fare being about 8*s*. sterling per diem, and in proportion to the habits of the guests. There is an excellent library, which perhaps ranks the highest in the West Indies, and indeed is equal to many of the first libraries of the county towns in the united kingdom. Any stranger, recommended by a member, has free access to it for the first month of his sojourn. This library is incorporated and is governed by a committee of 14, who are elected annually.

The windward northern islands have been created by Queen's patent into a separate diocese, styled the Bishopric of Antigua, and St. John's has in consequence been raised to the dignity of a city. There are 14 churches and chapels attached to the established religion, two of which escaped injury from the late earthquake, viz., St. George's and St. Mary's.

The cathedral was a perfect wreck on the day of visitation, but from the energies of the local authorities it has been patched up for the weekly services. It is however in such a ruinous state that it must be built *de novo*. There are several charitable institutions, such as the "Daily Meal Society," where provision is afforded to a large body of paupers. Many of them are perpetual inmates, and many sick are admitted into its infirmary and lazaretto; there has also been recently erected a ward for sailors. It is supported by voluntary contributions, and occasionally the Legislature make it a grant of money. There is a similar institution at English Harbour. Every parish in the island has a friendly society, and some number as many as 1400 members. Their object is to afford relief in sickness and a decent interment at death. These charitable institutions are not confined to the church, but are to be found among the Moravian and Wesleyan missionaries. There are some very fine public edifices in St. John's, but they are all more or less injured from the violence of the earthquake. The court house was so much shaken that it was necessary to hold the session elsewhere.

Antigua took the lead in the great question of emancipation, and alone passed from a state of slavery to one of complete freedom; the intermediate state of apprenticeship not having been adopted.

Of nearly 60,000 acres, which the island contains, 34,000 are appropriated to sugar, a small part is unimprovable, and the rest is devoted to cotton, tobacco and pasture. The island is bountifully supplied with edible vegetables and fruit. The coasts

and bays have abundance of excellent fish, in great variety. One of its own writers says, "Salt ponds might be worked with good effect. Tobacco grows spontaneously; coffee has been naturalized and grows wild. Cotton, ginger, palma Christi—all are disregarded, even the pimento is left to decay in its loveliness, and its fragrant fruit serves but to feed the birds—all give place to sugar, which is the only product cultivated with any care, and if this succeeds, the Antiguans are perfectly satisfied."

The planters' houses are perhaps the best appointed of any in the West Indies. Many of them are very old mansions, and constructed upon a more spacious and substantial plan than is generally deemed expedient in these days. A small park, or lawn, is commonly enclosed round the house, and the sugar-works, (which, however picturesque at a distance, are a very disagreeable appendage at hand,) are so well concealed by trees and bushes, that in many cases their existence would not be suspected by a person within the principal building. There are also some pretty flower-gardens to be seen.

The fossils and petrified woods of this island are pre-eminently beautiful; they are found on various parts of the coast. Among the most prized are the red cedar, with agate intermixed; roots and branches of cocoa-nut trees; plantain stalks with beautiful lines of agate running through them, the palm, aloe, &c. Brooches and other trinkets are made of these stones; they are very beautiful and very high priced.

Sir James Clarke says,—"The climate of Antigua, according to the Army Reports, may be considered as more favourable both to white and black troops

than most of the others in command." The hottest months are June, July, and August. The meridian height of the thermometer, during this season in the shade is about 80° and during the other parts of the year 70°. September, October, and November are generally reckoned the unhealthy periods of the year. The sea-breezes are not then so steady, and a heavy sultry calm impends.

	Baptisms.	Marriages.	Deaths.
1840.....	981	554	931
1841.....	655	523	574
1842.....	795	458	623

Schools and Scholars.

5 parishes. 1840 ..... 2092 Scholars.
1841 2267
1842 2370

Cost: £250 from Colonial Legislature and voluntary contributions.

Wesleyan Connexion.

1842. Scholars. Males..814 Females..1142 Total..1956
Teachers. .. 56 .. 104 .. 160

Shipping.

Inwards.	Ships.	Tons.	Men.	Outwards.	Ships.	Tons.	Men.
1840 ..	542	37,609	2,925	1840 ..	475	37,375	3,133
1841 ..	347	22,015	2,306	1841 ..	45	10,245	608
1842 ..	431	22,710	2,722	1842 ..	474	33,389	—

Paper Circulation.

1840.	Colonial Bank average amount of notes in circulation.....	£60,000
1841.	Ditto ditto	70,000
	West India, from 2nd Aug. to 30th Sept..	35,000
1842.	Ditto during the year	50,936

COURSE OF EXCHANGE per £100 sterling.

1840—£220 to £222 10
1841—£220 to £225
1842—£222 10

RATES OF WAGES.

	1840. £	s.	d.	1841. £	s.	d.	1842. £	s.	d.
Domestic, per day	0	1	1½	0	1	1½	0	1	1½
Predial.. ,,	0	1	6	0	1	6	0	1	6
Trades.. ,,	0	4	6	0	3	0	0	3	0

PRICES OF PROVISIONS.

	1840. £	s.	d.	1841. £	s.	d.	1842. £	s.	d.
Wheaten Bread.. per lb.	0	0	9	0	0	4½	0	0	4½
Beef ,,	0	1	0	0	0	9	0	0	9
Mutton ,,	0	1	6	0	0	10	0	0	10
Pork ,,	0	0	9	0	0	9	0	0	9
Rice ,,	0	0	3	0	0	3	0	0	3
Coffee ,,	0	1	1½	0	1	3	0	1	3
Tea ,,	0	6	0	0	6	0	0	6	0
Sugar ,,	0	0	9	0	0	7½	0	0	7½

Collective amount of IMPORTS and EXPORTS for 1840.

Imports.....£191,185 Exports.....£443,080

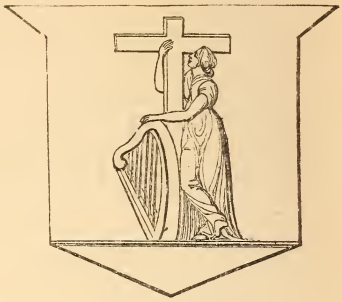
Amount of Slave Compensation to Antigua was £425,866 7s.

There are three NEWSPAPERS published at St. John's.

The Weekly Register, on Tuesday, by W. Mercer. Established 1803.

Herald and Gazette, on Friday, by T. W. Martin. Established 1839.

Antigua Observer, on Thursday, by A. B. Hill. Established 1843.



MONTSERRAT

Was discovered by Columbus on his second voyage. It lies in 16° 47′ N. lat., and 62° 13′ W. long: is about three leagues in length, and as many in breadth; and contains about 30,000 acres of land, two-thirds of which are very mountainous or very barren. It bears the cypress, cedar, iron tree, and other woods, and has the same general character of soil that is observable in the other Caribbee islands. Its mountainous character, and probably some resemblance, induced Columbus to give it the name of a mountain near Barcelona, in Spain. The word is also expressive of its broken and hilly appearance. The Spaniards made no settlement in the island. Like Nevis, it was first planted by a small colony from St. Christopher's. This was detached, in 1632, from the adventurers under Warner.

Montserrat possessed a legislative council and assembly as early as 1668. An Act in that year re-

cites that, during the late war between Charles II., the French king, and the Netherlands, his Britannic majesty lost several of his islands in the West Indies; but that this same island, having been afterwards resettled and restored by several ships and forces belonging to his said majesty, King Charles II., his majesty, in consideration of the payment of $4\frac{1}{2}$ per cent. export duty, reinvested the late proprietors in all their lands, &c.

This island, with Barbadoes, Antigua, Nevis, St. Kitt's, and Tortola, were assessed with these onerous duties until 1838, when they were repealed. They amounted, from their first establishment till repealed, to between seven and eight millions sterling.

Montserrat was finally ceded to Great Britain under the general pacification which took place in 1783. One of the Acts of Assembly passed about this time is very curious. It recites, in an Eastern style of metaphor, that approbrious language, "if not prevented, may overshadow the good government and administration of justice in this island with the staple clouds of reproach and infamy;" and it then proceeds to prohibit such language generally, and the following in particular, "Tory, English, Irish, Scotch Dog."

The original settlers were Irish, and the present inhabitants are composed chiefly of their descendants, or natives of Ireland, and the jargon of the negroes has an Irish brogue.*

* It is said that a Connaught man on arrival at Montserrat was, to his astonishment, hailed in vernacular Irish by a negro from one of the boats that came alongside. "Thunder and turf," cries Paddy, "how long have you been here?" "Three months," answered Quashy. "Three months! and so black already!" "*Thaunamun dowl*," says Pat, thinking Quashy a countryman, "I'll not stay among ye." And the Connaught man was soon on his return home with a white skin.

Montserrat has an inferior soil; but the varied succession of hill and valley and precipitous mountains, densely clothed with wild fertility, afford some of the most enchanting scenes that are to be found within the tropics.

The town, called Plymouth, is small, but many of the houses are singularly well-built of a fine grey stone, and have a substantial and comfortable appearance. It stands on the S.W. side of the island.

The principal roadstead is off the town, but a surf beats continually on shore: passengers are landed by canoes, which do not preserve them from a good wetting in the surf.

Mr. Coleridge says, "The people of Montserrat call their island the Montpellier of the West Indies; and when invalids, rheumatics and others, lured by the name, come for relief to breathe its air, the first thing they have to undergo is a forcible baptism in salt water, and then to be converted into drying-horses under a tropical sun:" and all this from the want of a jetty or pier, which might easily be constructed with the stone of the immediate neighbourhood. This remark was written in 1825.

Heavy goods are landed and shipped by means of a boat called a *Moses*, manned by expert rowers, who, when they see what is termed a lull, or abatement of the surge, push ashore, and lay the broadside of the Moses on the beach, so as to roll out or admit hogsheads, &c.

Montserrat is deservedly celebrated for its beauty and salubrity. There are about 6,000 acres appropriated to sugar, 2,000 to cotton, 2,000 to provisions, and 2,000 to pasturage.

"But if you ever visit Montserrat, good reader,"

writes the enthusiastic Mr. Coleridge, "go, even if you have only one day, to the Soufriere. I have seen a thousand beautiful things in the West Indies, but I cannot even now think over my morning ramble to this Soufriere without feeling my heart swell with love and sorrow that I shall never see it again."

"The path was like one of my Devonshire lakes: no primroses or violets were there, indeed, but the snowy amaryllis drooped her long and delicate petals like a love-sick girl; the thrice gorgeous hibiscus was unveiling his crown and feathers of scarlet, and the light limes and darker orange-trees, which formed a verdant hedge on either side, were exhaling their perfumed incense to Him who made them so beautiful and so good. A thin grey cloud obscured the sun, whilst an Atlantic breeze blew gently and freshly upon my face and open neck. The air was as cool as on a May morning in England, but so inexpressibly soft, so rare and subtle to the senses, that I may think the ether which angels breathe cannot be purer stuff than this.

"After this I nearly broke my neck in a dry gulley, which was about as good a bridle-path as the steps to the top of St. Paul's. The gulley ended in one of those green Savanas which nature has ofttimes so mysteriously cleared in the midst of the impenetrable virgin woods of tropical regions. No difference of soil or situation can be the cause; you may lean your back against the frontier tree of a forest which no axe or torch hath ever invaded, and stretch your body on the meadow turf where scarcely a weed can be seen. There is no man to fell these trees or divert their growth; there is no hedge or wall or trench to impede their march; but

God said to the Forest as he said to the Sea, "Thus far shalt thou go, and no farther." The view was beautiful; behind me the woody mountain rose into the clouds, before me it descended in a long grassy slope to the edge of the sea; on my left hand to the south, the broad and irregular eminences of Guadaloupe presented the appearance of a continent; to the north Redonda shone like an emerald in the midst of the blue waves, and beyond it stood the great pyramid of Nevis cut off from sight at one third from its summit by an ever-resting canopy of clouds. The wind was so fresh, the air so cool, the morning dew so healthy and spangling that I might have forgotten, but for the deep beauty that was around me, that I was still within the tropics. I seemed to have left all languor and listlessness below, and really felt for a season the strength, the spirits and the elasticity of youthful life in England."

Shipping.

Inwards.	Ships.	Tons.	Men.	Outwards.	Ships.	Tons.	Men.
1840	163	6,752	854	1840	137	4,997	662
1841	85	3,541	467	1841	85	3,541	467
1842	141	5,326	752	1842	146	5,458	782

Note.—The return for 1841 is for a period of only nine months, on account of the alteration in making up the Blue Book.

Scholars.

	Males.	Females.	Total.
1840. Church of England	302	340	642
1841. Expense, £142 14s.....	290	343	633
1842.	267	300	567
Sunday Scholars			459

	Males.	Females.	Total.
1840. Wesleyan Methodists ...	222	268	490
1841. Expense, £128.	153	142	295
1842.	98	105	203
Sunday Scholars			454

Wages for Labour.

	1840.	1841.	1842.
Domestic, per month	13s. 6d. to 27s.	13s. 6d. to 18s.	13s. 6d. to 18s.
Agricultural, per day ..	6d.	9d.	6d. to 6¾d.
Trades, per month,	45s. to 54s.	same.	same.

Prices of Provisions.

	1840. £	s.	d.	1841. £	s.	d.	1842. £	s.	d.
Wheaten Bread, per lb. ..	0	0	9	0	0	4½	0	0	4½
Beef..... ,, ...	0	0	9	0	0	9	0	0	9
Mutton ..... ,, ...	0	0	9	0	0	9	0	0	9
Pork ..... ,, ...	0	0	6	0	0	6	0	0	6
Rice..... per 100 lbs.	1	2	0	1	7	0	1	2	0
Coffee ..... ,, ...	5	12	6	5	12	6	5	12	6
Tea ..... per lb. ..	0	9	0	0	9	0	0	9	0
Sugar ..... per cwt.	1	16	0	2	0	6	1	16	0

Course of Exchange.

1840	£212	10	0	per £100 sterling.
1841	210	0	0	,,
1842	220	5	0	,,

Circulation.—Coin, about £5,000. No local paper. Notes of Colonial and West India Bank circulate.

Amount of collective Imports and Exports, 1840.

Imports..... £9,994 Exports..... £24,227.

The amount of Slave Compensation paid to Montserrat, was £103,558 18s. 5d.

NEVIS.

This beautiful little island lies in lat. 17° 14′ N., and long. 63° 3′ W. It is separated from St. Kitt's by a strait only two miles broad. It was discovered by Columbus on his second voyage. The English first established themselves in this island in 1628, under the protection and encouragement of Sir Thos. Warner.

Nevis possessed a legislative council and assembly at least as early as 1664, which is the date of the first act in its printed collection of laws. It was one of those islands granted to James, Earl of Carlisle, by Charles I.; but afterwards Charles II., by purchase, invested himself in all the rights of the said Earl, and appointed Francis, Lord Willoughby of Parham, his Captain-General of this and the other Caribbee islands, and imposed the $4\frac{1}{2}$ per cent. duties on all exported articles. By the commission of

1832, Nevis, together with St. Kitt's, Dominica, and the Virgin Islands, were added to the government that had previously extended over Antigua, Montserrat, and Barbuda. This general government has not a general council or assembly; but each island enjoys a council and assembly of its own.

Nevis is one of the most beautiful of this group of islands. From a distance it has the appearance of a perfect cone rising gracefully out of the sea, and piercing a fleecy mass of white clouds, which sleeps for ever around its summit. This white crown no doubt suggested to Columbus the name he gave it, "Neives," after the snow-capped mountain of that name near Barcelona. The island is completely green, perfectly cultivated and enlivened with many old planters' houses of a superior style, and churches peeping out in the most picturesque situations imaginable. A complete forest of evergreens grows like a ruff, or collar, round the neck of the high land where cultivation ceases. It is, however, sufficiently level at its base to allow the use of wheeled vehicles.

Charlestown, the capital, lies along the shores of a curved bay, and the mountain begins to rise immediately behind in a long and verdant acclivity. This town is larger, smarter, and more populous than the capital of Montserrat. The island is nearly of a circular form, containing about 24,640 acres, of which only 6,000 are capable of culture. It is divided into five parishes, and there are two other shipping places besides Charlestown, called Indian Castle and New Castle.

Passengers are landed sometimes by the steamers' boats; but if by a shore-boat, the charge for one person and luggage is half a dollar, or 2*s.* 1*d.* ster-

ling. Luggage is searched on the wharf, but no duties are charged on such articles as are personal luggage. There is a branch of the West India Bank in this island; and both dollars and British money pass current.

Nevis is celebrated for its mineral springs. The principal hotel is the Bath-House. It is situated on a rising ground, and commands a view of the town, adjacent country, and the sea. It may be considered one of the most salubrious localities in the island. Appertaining to this establishment are hot and tepid baths possessing most valuable medicinal properties. At one part of the stream which supplies the baths, there are two springs; one so intensely cold as to produce a chill through the whole frame, and the other too hot to be borne by the naked foot.

Gigs and saddle-horses may be had on hire at moderate charges.

There is an Episcopal Church and Methodist Chapel, to each of which schools are attached. There is also a news-room and billiard-room. The seasons may be divided into the dry and rainy. The rainy season begins in August and continues to January—the other months may be called the dry season. The dews are copious and should be avoided.

The average height of the thermometer is about 82°; but any degree of temperature may be chosen according to the elevation. On some of the hill estates several of the European culinary plants are cultivated, such as sea-kale, turnips, carrots. There are also strawberries, peaches, &c. The pines and oranges of Nevis are celebrated.

James Colquhoun, Esq., St. James's Place, is the Agent for the island in London. Jas. Davoren, Esq.

is the Royal Mail Steam Packet Company's Agent in Nevis.

Population.

1840.....7,330 1841.....7,470 1842.....7,470

	Baptisms.	Marriages.	Burials.
1840	368	148	221
1841	375	70	243
1842	239	53	137

Shipping.

Inwards.	Ships.	Tons.	Men.	Outwards.	Ships.	Tons.	Men.
1840	173	6,716	893	1840	203	8,089	1,079
1841	147	5,911	745	1841	181	6,883	928
1842	177	6,401	855	1842	207	6,697	1,011

Scholars.

1840. Males	276	Females..... 199	Total..... 475
1841. ,, ...	245	,, ... 161	,, ... 406
1842.* ,, ...	227	,, ... 172	,, ... 399

Wages for Labour.

	1840.	1841.	1842.
Domestic, per month,	22s. 6d.	22s. 6d.	22s. 6d.
Predial, per day	9d. to 1s.....	9d. to 1s.....	9d. to 1s.
Trades, ,, ...	6d. to 1s. 6d...	6d. to 1s. 6d..	6d. to 1s. 6d.

* One return deficient.

Prices of Provisions.

	1840.			1841.			1842.		
	£	s.	d.	£	s.	d.	£	s.	d.
Wheaten Bread, per lb.....	0	0	4½	0	0	4½	0	0	4½
Beef ..... ,, ...	0	0	9	0	0	9	0	0	9
Mutton ..... ,, ...	0	0	9	0	0	9	0	0	9
Pork ..... ,, ...	0	0	7½	0	0	7½	0	0	7½
Rice ..... ,, ...	0	0	4½	0	0	4½	0	0	4½
Coffee..... ,, ...	0	1	6	0	1	6	0	1	6
Tea..... ,, ...	0	10	0	0	10	0	0	10	0
Sugar..... ,, ...	0	1	0	0	1	0	0	1	0

Collective amount of Imports and Exports in 1840,

Imports.....£27,005. Exports.....£41,776.

Amount of Slave Compensation for Nevis, £151,007 2s. 11d.

ST. CHRISTOPHER,

GENERALLY called St Kitt's, lies in 17° 15′ N. lat. and 63° 17′ W. long. This island is in shape like a lute; its extreme length is about 21 miles; its breadth at the broadest part about 7 miles. It contains about 68 square miles, or 44,000 acres, of which about 30,000 are cultivable.

It is divided into nine parishes, and contains four towns and hamlets, viz., Basseterre, the capital, Sandy Point, Old Road, and Deep Bay. This singular-looking but beautiful spot was discovered by Columbus himself, who gave it his own name, but it was neither planted nor possessed by the Spaniards. It is the oldest of all the British Colonies in the West Indies; indeed it may be called the common mother of all the English and French settlements in the Caribbee Islands. Mr. Thomas Warner with

fourteen other persons, arrived from England at St. Kitt's in January, 1623.

The English found the Caribbees in possession, and with them continued to live for some time on amicable terms. In 1624, a ship arrived with James Hay, Earl of Carlisle, having been sent out on the solicitation of Warner with necessaries for the new settlers. In 1625, some French adventurers landed and were well received by the English, and shortly afterwards both uniting fell upon the natives, destroyed many, and drove the rest from the island. The island was afterwards equally divided between the English and French. After this the new settlers quarrelled among themselves, and the island twice changed hands, but ultimately the French were driven out, and by the peace of Utretcht, concluded on 31st of March, 1713, the island was ceded wholly to the English. Some of the French planters were suffered to remain, having taken the oaths of allegiance.

St. Kitt's had a legislative assembly at least as early as August, 1694, as there is evidence from an act of that date that it possessed a council and assembly: the 4½ per cent duties were imposed by Charles II.

Mr Edwards states that "in St. Kitt's the council should consist of ten members; but it is seldom that more than seven are present. The House of Assembly is composed of twenty-four representatives, of whom fifteen form a quorum. The requisite qualification is a freehold of 40 acres of land, or a house worth £40 a year. Of the electors the qualification is a freehold of £10 a year

This island presents to the eye an irregular oblong figure, through the centre of which runs a regular

series of mountains from N. to S., in the midst of which stands Mount Misery, 3,700 feet in perpendicular height, and clothed with the finest wood and pasture almost to the summit, at the other side the mountain slopes uniformly to the coast, richly cultivated in every part.

"The vale of Basseterre, looking from the sea," remarks Mr. Coleridge, "in softness, richness, and perfection of cultivation, surpasses anything I have ever seen in my life. Green velvet is an inadequate image of the exquisite verdancy of the cane fields which lie along this lovely valley and cover the smooth acclivities of Monkey Hill. This hill is the southern termination of a range of great mountains which increase in height towards the north, and thicken together in enormous masses in the centre of the island. The apex of this rude pyramid is the awful crag of Mount Misery, which shoots slantingly forward over the mouth of a volcanic chasm like a huge peninsula in the air. It is bare and black, and generally visible whilst the under parts of the mountain are enveloped in the clouds. The height is more than 3,700 feet, and is the most tremendous precipice I ever beheld. But the ruggedness of this central cluster only renders the contrast of the cultivated lands below more striking."

The fort on Brimstone Hill is a very imposing object; it is situated on a huge rock, precipitous on all sides but one, backed by the mountains and fronted by the level coast and the western sea.

If there is time, you generally are landed in the steamer's boat. If by shore boat, the usual charge is a quarter dollar. There is no very particular examination of your luggage. As in the other islands,

dollars and British money are current: there are branches of the Colonial and West India banks.

The two principal hotels are better houses than are generally met with of that class in the West Indies. The *cuisine* is very good, and the bedrooms airy and clean. There are some delightful rides, and good saddle-horses and gigs are to be engaged at fair charges. The roads are remarkably good, and the Level and salt lakes are objects worthy of being visited. The Level is a very remarkable spot in the midst of the mountains, somewhat more than half the distance in the ascent to the tops of the principal range; presenting an extensive and beautiful plain of verdant grass, shut out from everything that reminds you of the tropics; and the chilliness of the atmosphere carries off one's imagination to the frigid zone before you have been five minutes on the spot. The monkeys have selected it as a general rendezvous. Most of the common vegetables of Europe will grow there, and the face of the country is quite different from the lowlands.

There are nine parish churches in the island, also several Moravian and Wesleyan chapels. Schools are in connexion with these bodies: and there is a classical seminary also, under the care of a graduate of Cambridge. An excellent reading-room is supplied with standard English literature and newspapers. There is a billiard-room also.

From the smallness of the island and its elevation above the sea, St. Kitt's is extremely dry and healthy. The thermometer ranges from 80° to 90° in the shade. There is no winter; August to November is deemed the least healthy period. The dews are not heavy; but the island is subject to storms and earthquakes.

James Colquhoun, Esq., is the Agent for the island in London.

Area.

68 Square Miles. 171 Acres.

Population, July 1838.

	Males.	Females.		Males.	Females.
Free....	4,952	5,483.	Apprenticed....	5,739	6,308.

Grand Total ..... 22,482.

Shipping.

Inwards.	Ships.	Tons.	Men.	Outwards.	Ships.	Tons.	Men.
1840....	454	21,790	2,472	1840 ..	453	21,239	2,449
1841....	284	12,730	1,427	1841 ..	300	14,741	1,581
1842....	469	23,782	2,535	1842 ..	475	22,723	2,507

Collective value of Imports and Exports, 1840,

Imports..... £134,732. Exports..... £217,403.

Coin and Paper in Circulation.

Coin, about £2,000 sterling. Paper, Notes of Colonial Bank, amounting to about $10,000.

Average course of Exchange for three years, 1840-41-42, per £100 sterling:

1840	$460 to $480
1841	465 to 480
1842	465 to 480

Wages for Labour.

	1840.			1841.			1842.		
	£	s.	d.	£	s.	d.	£	s.	d.
Domestic, per month.....	0	18	0	0	18	0	1	0	10
Predial, per day.....	0	1	0½	0	1	0½	0	1	0½
Trades ,, ...	0	2	1	0	2	1	0	2	1

Prices of Provisions.

	1840. £	s.	d.	£	1841. s.	d.	£	1842. s.	d.
Wheaten Bread, per lb.	0	0	4	0	0	4	0	0	4
Beef..... ,, ...	0	0	9	0	0	9	0	0	9
Mutton ..... ,, ...	0	0	9	0	0	9	0	0	9
Pork ..... ,, ...	0	0	6½	0	0	6½	0	0	6½
Rice ..... per 100 lb.	1	0	6	1	5	0	1	5	0
Coffee..... per lb.	0	1	1	0	1	1	0	1	1
Tea..... ,, ...	0	6	3	0	6	3	0	6	3
Sugar..... per 100 lbs.	1	7	0	1	7	0	1	7	0

Schools and Scholars.

47 Sunday and Daily Schools.

Returns of Scholars imperfect.

Slave Compensation to St. Kitt's, £331,630 10s. 7d.

Newspapers published at St. Kitt's :—

St. Kitt's Gazette, at Basseterre, Friday, by J. A. Howe. Established 1828.

St. Kitt's Advertiser, ditto, Tuesday, Mrs. E. Cable. Established 1813.

THE VIRGIN ISLES.

TORTOLA.

Tortola is the central, and chief of the English islands, of this group. It is composed of about 30 isles, islets, and large rocks, whose rocky coasts were formerly notorious because of shipwrecks. But nature has arranged them so as to form a grand basin in the midst, where ships may lie at anchor, land-locked, and sheltered from every wind.

The other islands belonging to Great Britain in this group, are called Virgin Gorda, Josvan Dykes, Guana Isle, Beef and Thatch Islands, Anegada (or the drowned island), Nicker, Prickly Pear, and Mosquito Islands, the Cammanoes, Scrub, and Dog islands, the Fallen City (two rocky islets close together, at a distance resembling ruins), the Round Rock, Ginger, Cooper's Salt Island, Peter's Island, and the dead chest.

These islands, except Anegada, are high and bold, and may be seen 9 to 10 leagues off. They appear at a distance, as if united together; but there are many deep channels between them, through which those acquainted sail with safety. In all these channels there is the greatest plenty of fish, which may be caught by hook and line, or with the seine.

Tortola is about 18 miles long from E. to W., and 7 in its greatest breadth. It was first settled by a party of Dutch bucaniers. These, in 1666, were driven out by others, who took possession in the name of the king of England. Protection being afforded to them, Tortola was soon afterwards annexed to the Government of the so called Leeward Islands. The first assembly met on the 1st of February, 1774, under a proclamation, dated November, 1773, issued in consequence of a petition from the inhabitants, who, in consideration of being allowed a house of assembly, had promised to grant an import of 4½ per cent. to the king. That grant was the first act of their legislature.

The chief town, also called Tortola, is situate on the south side of the island, close to the water's edge, in the western bight of a magnificent harbour, which extends 15 miles in length and 3½ in breadth. This harbour is perfectly land-locked, and was the resort of large fleets of vessels waiting for convoy in time of war. It is large enough to shelter 400 ships at one time.

This island is very rugged and mountainous, indifferently watered, and rather unhealthy. There are several waste spots with zigzag paths skirting the mountain sides which render the interior difficult of

access. It, however, produces cotton of superior quality, sugar, and rum. The fruits are few in variety and indifferent, apples excepted.

The steamer's boat takes you on shore; the luggage is examined on the wharf, and duty charged on articles that do not appear to have been worn. Passengers should bring British gold and silver or Spanish dollars and doubloons. There is no bank in the island.

As very few strangers visit this island, tavern accommodation is not the best; there is one hotel very near the landing-place respectably conducted. The cost of living is from $2\frac{1}{2}$ to 3 dollars per day.

There is little worth seeing in Tortola; but the reefs and caverns of the island of Anegada about 40 miles distant, the copper mines, and natural baths of sea water, so closely sheltered by large rocks that the heat of the sun does not penetrate, in Virgin Gordon about 18 miles distant, are represented as worthy of a visit.

	Baptisms.	Marriages.	Deaths.
1840.....	251	33	94
1841.....	157	14	38
1842.....	264	38	85

SCHOOLS,
Including Virgin Island, Salt Island, and Anageda.

9 in 1840.	Number of Scholars.....	452
10 in 1841.	,, ...	668
10 in 1842.	,, ...	684

WESLEYAN.

7 Schools. Number of Scholars.. 692 Expense, £483 12s. 7d.

SHIPPING.

Inwards.	Ships.	Tons.	Men.	Outwards.	Ships.	Tons.	Men.
1840....	455	4,051	1,325	1840....	457	4,015	1,326
1841....	481	4,033	1,338	1841....	519	4,205	1,458
1842....	577	3,792	1,488	1842....	605	3,883	1,538

Currency.

Coins.—Doubloons pass for	£6	12	0
Dollars (Spanish round)	0	8	3
Half-crown (English)	0	5	0
Shilling ,, ...	0	2	0
Sixpence ,, ...	0	1	0

Wages for Labour.

	1840. £	s.	d.	1841. £	s.	d.	1842. £	s.	d.
Domestic, per month	1	0	0..	0	16	6..	0	16	6
Predial, per day	0	0	6..	0	0	6..	0	0	6
Trades ,, ...	0	2	6..	0	2	6..	0	2	6

Note.—Those employed on Estates are allowed a House and Provision Grounds, also Pasture for their Cattle, free of expense.

Prices of Provisions.

		1840. £	s.	d.	1841. £	s.	d.	1842. £	s.	d.
Beef	per lb. ..	0	0	6....	0	0	6....	0	0	6
Mutton	,, ..	0	0	7½....	0	0	7½....	0	0	6
Pork	,, ..	0	0	6....	0	0	6....	0	0	6
Rice	,, ..	0	0	3....	0	0	3....	0	0	3
Coffee	,, ..	0	1	0....	0	1	0....	0	1	0
Tea	,, ..	0	5	6....	0	5	6....	0	5	6
Sugar	,, ..	0	0	6....	0	0	6....	0	0	6
Salt	per barrel..	0	1	0....	0	1	0....	0	1	0

Wheaten Bread varies according to the price of Flour. Price of Flour not stated.

Collective value of Imports and Exports, 1840.

Imports.....£10,964 Exports.....£12,966

Amount of Slave Compensation to the Virgin Isles, was £72,940 8s. 5d.

There is no local Newspaper published in Tortola.

ST. THOMAS.

One of the Virgin Islands, belonging to the Danes, in lat. 18° 20′ N., long. 65° W. Its area is estimated at 37 square miles, and population at about 7,000, of which 500 are whites, 1,500 free blacks, and remainder slaves. St. Thomas has long been, and still continues to be, one of the principal emporiums in the West Indies. It owes this distinction partly to its convenient situation, partly to its spacious and safe harbour at St. Thomas, on the south side of the island, but principally to the moderation of its import duties, which vary from 1 to 1¼ per Cent. St. Thomas has in consequence, become a *depôt* for the supply of the neighbouring islands; goods being sent there to be warehoused till opportunity offers for conveying them to their final destination. The principal articles of importation are manufactured goods, chiefly from England, but also from Germany, and other countries of Europe, and provisions and lumber from the United States. There are large fire-proof storehouses, dwellings, and long wharfs where large vessels lie in perfect safety.

As you approach the harbour and enter, the scene presented to the view is one of the most striking in the West Indies. The harbour is formed by a narrow inlet of the sea, and is a land-locked bay within, remarkably commodious as a station for shipping.

On the left of the entrance, is a lofty hill on which a fort is built; and on two elevated spots on the right, are seen the remains of fortresses, once the strongholds of the bucaniers, who in days of yore

invested these islands. The town is neatly built on three hills running in a parallel line at the northern or inland extremity of the bay; and these are surmounted by picturesque conical mountains.

Most of the houses are of brick, built and tiled after the Dutch fashion, but of only one story, from the want of a good foundation, as it generally happens that before they dig to the depth of three feet, water and quicksands are found. The steamers come in to about half a mile of the landing-place. Shore-boats are off to them immediately. These are all numbered and under strict regulations. The charge for landing is about 1*s.*, or 1*s.* 3d. British, for one person and luggage.

The Custom House does not in any manner whatever interfere with or examine passengers or their luggage; who are permitted to land so soon as the harbour-master has visited the vessel, and finds no dangerous sickness on board.

Passports on arriving are not needed; but passengers lodging on shore for one night or more, are required to take out passports from the police before leaving. The charges are, for Europe, or the United States, 2 dollars; to the West India islands, &c., 1 dollar.

The current monies are South American doubloons, dollars and parts, and Danish colonial small coins. Other coins are received generally at a fair exchange, the average value of the sovereign being 4 dollars 80 cents. The money of account, among merchants and bankers, is dollars and cents.

There are two banks: the Bank of St. Thomas, and the Colonial Bank.

There are several respectable hotels or boarding-

houses. The best, which is one of the largest and handsomest in the West Indies, is situated close to the principal landing-place. The usual charge for one person is 2½ dollars per day for board and lodging; to which wines, &c., must be added. There is also an additional charge for a private parlour when required. The water made use of for drinking is rain-water, collected in good tanks belonging to the house. Ice is abundant, being brought from America. The generality of passengers dine at an ordinary, and find well-supplied tables, with good cooking and attendance. There are other houses at lower charges, but the company is not so select.

Carriages and horses are kept for hire; the charge is from 2 to 4 dollars for a drive of three hours, (which should be taken before sunrise,) during which time the greater part of the island may be visited. St. Thomas is under the authority of the Governor-General of St. Croix, the chief of the Danish West India Islands.

With St. Croix the steamers do not communicate; but there is communication, at least three times a-week, by means of schooners, the fare being 4 dollars each way. There is also frequent intercourse with various European ports, such as Hamburgh, Havre-de-Grace, Bordeaux, Marseilles, Genoa; and with New York, Philadelphia, Boston and Baltimore, in the United States; by regular traders, fine brigs and ships of superior description, and having in general good accommodations for passengers. Schooners for all parts of Porto Rico, Venezuela and Curaçoa, are constantly running backward and forward. The Royal Mail Steam Packet Company's ships are the only steamers visiting the port. The

island does not possess any objects of general interest; but to an European, the rides about the island must be interesting.

There are Lutheran, Protestant, Moravian, and Roman Catholic Churches, and a Jewish Synagogue. Instruction is given in the Danish, English, and French languages, and also by the Moravians, in Creole Dutch. The schools, being chiefly for the children of slaves, are not good.

Strolling companies of equestrians, sometimes visit St. Thomas, but there is no theatre. An excellent news-room is maintained by public subscription, having all the principal periodicals, English, French and American, together with the daily London newspapers, and Danish, German and French publications. Strangers are introduced by members, who insert their names and designations in a book kept for that purpose.

About 200 regular Danish troops are in garrison; and every free male inhabitant is obliged to serve in the militia corps from the age of 16 to 60. The thermometer ranges from 74° to 90° in the shade at *noon;* at night it sometimes goes as low as 68°. The rainy seasons are not regular, but much rain falls from August to February: August, September, and October are hurricane months. The island is esteemed healthy at all times. Dews are unknown to any great extent, but are greatest at or near the full moon. Temperance and rising early, with regular gentle exercise, are the best means of preserving health. There is a respectable body of medical men, who have degrees from the College at Copenhagen, and some have studied at Edinburgh and elsewhere.

Robert Comrie, Esq., manager of the Colonial Bank, is also agent for the Royal Mail Steam Packet Company.

A Venezulean schooner receives the La Guayra, and other mails of the middle of the month, from Europe, at St. Thomas, and proceeds direct with them to La Guayra, returning again to St. Thomas.

IMPORTS of St. Thomas, 1840.

	Ships.	Tons.
From Great Britain	42	9,208
France	38	6,944
Spain	7	520
Italy	9	1,288
Hamburg and Altona	32	5,890
Flensburg	12	2,265
Bremen	9	1,432
Holland	2	306
U. S. and British America	217	30,279
Venezuela and New Granada	55	4,642
British West India Islands	600	9,923
French ,,	55	2,311
Spanish ,,	377	11,981
Danish ,,	321	13,637
Dutch ,,	99	3,148
Swedish ,,	18	569
Hayti	43	1,813
Totals	1,936	106,156

Besides a great number of Vessels neither landing nor receiving goods, and being in that case free of Port Charges.

ST. JUAN'S, PORTO RICO.

This island is a colony of Spain, lying between lat. 17° 55′ and 18° 30′ N., and long. 65° 40′ and 67° 20′ W., being in length 100 miles, and breadth 38 miles. A chain of mountains runs east and west throughout its extent, with branches diverging to the north and south. The whole are covered with wood; and in the intervals are fertile valleys and plains, watered by many rivulets, in the sands of which it is said gold-dust has been found.

The highest summits of the mountains are called the Peaks of Layoonita; they are often covered with snow, and may be seen from a great distance.

A vast quantity of cattle is reared and sent to other islands.

Porto Rico has suffered much from hurricanes.

The surface, which is finely diversified, is well watered and the soil is generally rich and fertile. There are few or no indigenous quadrupeds; and scarcely any of the feathered tribes to be found in the forests. The birds are few both in number and species; you may travel whole leagues without seeing a bird or even hearing a chirp. Almost all the other West India islands are infested with snakes and other noxious reptiles. Here there are none. But rats, of an enormous size, infest the island and do great injury to the sugar canes.

The forests in the interior supply timber of the best quality both for ship and house building; and to prevent their decrease, the government has ordered

that three trees should be planted for each one cut down.

A large proportion of the free inhabitants are coloured; but the law knows no distinction between the white and coloured *returier;* and this circumstance, as well as the whites being in the habit of freely intermixing with the people of colour, has prevented the growth of those prejudices and antipathies that prevail between the white, black, and coloured population in the United States, and in the English and French islands.

Mr. Turnbull says:—"The most remarkable fact connected with the history and the present state of Porto Rico is, that the fields are cultivated, and sugar manufactured, by the hands of white men, under a tropical sun. It is very possible that this might never have occurred had not the island been treated as a penal settlement at an early period of its history. The convicts themselves were condemned to hard labour as a part of their punishment; and when the term of their sentence expired, they were compelled to continue it in order to obtain the means of subsistence." The population in 1836, the last return published by the Board of Trade, was as follows:—

Whites	188,869
Free Mulattos	101,275
Free Blacks	25,124
Slaves	41,818
Total	357,086

Before the emancipation of the coloured race in Jamaica, the proportion between the white inhab-

itants and the rest of the population was nearly the reverse to that of Porto Rico.

The town of St. Juan's is the capital, and is situated on the north side of the island, on a peninsula joined to the main land by a narrow isthmus. The fortifications are very strong; the town, which stands on a pretty steep declivity, is well built, clean, and contains from 20,000 to 30,000 inhabitants. It is the residence of the Governor, and the see of a bishop. The harbour has a striking resemblance to Havana, and but little inferior.

The steamer comes to within a mile of the custom-house wharf, where passengers are landed by shore-boats, at about one dollar each, with luggage. It is examined there, and no duty is charged on articles that fairly come within the denomination of luggage.

The current money is Macuquino, which is the original Spanish silver coin cut into quarters and eighths, much worn from age and use: it varies much in value. Passengers should take Spanish or Patriot gold or silver, which are recently exchangable for the above coin. The Colonial Bank is the only Bank in the island.

There are two respectable hotels, the Hotel de Madrid, in the *Plaza Principal*, and the boarding-house, kept by Mrs. Storer, an Englishwoman, in the *Calle de los Cuarteles*. The cost of living in either, is about a dollar and a half per day. Both have good water and are near the landing-place.

Horses are exclusively used in the city and its neighbourhood. The charge for a saddle-horse is about 2 dollars per day. Very few wheel carriages are kept, and none can be hired.

Passports are required both on landing and departing. If landing and going into the interior, the charge is 1 dollar; if beyond seas, 4 dollars. They are obtained at the Secretary's office, and personal attendance is not always necessary. The stranger has, a few hours after arrival, to present himself at the Fortaleza, and produce a surety for good conduct while in the island.

There are some good public buildings, including the bishop's palace and seminary, the royal military hospital with 350 beds, public gaol, house of correction, a handsome theatre, town-house with a magnificent public hall, several convents, &c. The government-house though old and sombre-looking has some fine apartments. They have also a library and reading-room; a casino, in which billiards and other games are played; and a coffee-house which is, to a certain extent, used as an exchange, and much frequented.

The fortifications, which are perhaps as strong as any in the world, are generally the chief objects of interest to the stranger. There is also a public walk, where a military band plays frequently during the week.

The country in the immediate neighbourhood of the city is uninteresting, but the interior is beautifully diversified, and the pasturage is very rich.

A journey across the country is performed on horseback in about two days, at the expense of 30 dollars, including a guide. There are no carriage-roads in the interior.

The houses of all classes in the country are usually built of wood. The windows have no glass, but are shut by sliding boards; so that when it rains, or when the wind blows with violence, the

family remains in darkness. There are no inns for travellers either in town or country.

The Roman Catholic is the only form of worship tolerated. There is a cathedral and three other churches.

The government is that of the old Spanish *régime* —military despotism. Porto Rico is governed by a Captain-General, whose authority is supreme in military affairs, and who is president of the royal *audiencia* for civil matters. There is a garrison of from 2500 to 3000 men in the city.

The only steam communication with other ports is that afforded by the Royal Mail Steam Packet Company. A monthly sailing packet arrives from Spain, carrying the mails, calling at St. Juan's on her way to Havana; the charge to which latter place, in the best cabin, is 50 dollars.

The thermometer ranges from 75° to 85° in the winter, and 85° to 90° in the summer months, at mid-day in the shade. The rainy season is from July to December. The winter, which includes November, December, January, and February, is perhaps the most healthy for Europeans. The dews in the country are heavy, and it is desirable to avoid exposure to them.

There are several Spanish physicians and one English. The latter, Dr. Thomas Armstrong, is a very skilful man, enjoying high repute, and has the best practice in the island.

John Lindegren, Esq., is the British Consul newly appointed.

R. D. Jacob, Esq. is the Royal Mail Steam Packet Company's Agent at St. Juan's, Porto Rico.

ST. JAGO DE CUBA

Is the capital of the eastern department of the island of Cuba, and lies at the south-eastern shore of that island; it was the capital of Cuba till the beginning of the 18th century, when Havana was raised to that dignity.

The high mountains behind St. Jago have been distinguished at a considerable distance from sea; indeed there is evidence that they have been seen from several points on the north side of Jamaica, or nearly 100 miles distant; and it has been remarked that this clearness of the atmosphere was a certain prognostication of a hurricane. These high lands are called the Cobre or Copper Mountains, about 11 miles from the town of St. Jago. The harbour of St. Jago is technically called a *blind harbour*, and sailing vessels must not attempt an entrance without a leading wind; a steamer, however, may make more bold, and enter at all times.

The distance from Kingston to St. Jago is about 190 miles The steamer goes up to within half a mile of the town, and passengers are generally landed by shore-boats, for which the charge is regulated, by custom, at half a dollar for one person with luggage. Passengers' luggage is visited by the custom-house officers on landing and embarking, at a guard-house distant a few paces from the landing place. Wearing apparel imported, and such articles as are generally conveyed in passengers' baggage, are not subject to duty. There is a small duty, 5 reals per mille, on cigars *exported* in luggage.

The current money is Spanish and Mexican dollars and doubloons. Spanish doubloons are current at 17 dollars each; South American doubloons at 16 dollars each. There are no banks at this port.

There are two good and well-conducted hotels; Madame Sausse's and Beranger's. They are both within a short distance of the landing place. The expense of living at either of these places is 2 dollars per day, including claret wine. Carriages are not to be had on hire; but saddle-horses or mules can be hired at about 4 dollars per day.

Passengers arriving by steamer to remain, must be furnished with a passport, *visé* by the Spanish Consul, if given at a foreign place. But persons arriving and departing by the same steamer, are allowed to land without passports, on the commander pledging himself for them, which is done by word to the boarding officer. The object is to prevent the landing of Abolitionists.

Besides the Royal Mail Steam Packet Company's steamers, which afford a communication to all parts of the West Indies and to Europe, there is a Spanish steamer, that arrives here the 7th and departs on the 14th of every month for Havana, touching at Manzanillo, Santa Cruz, Trinidad de Cuba, Cienfuegos, and Batabano, whence passengers proceed to Havana, overland by railroad, 42 miles. The whole passage is performed in 6 days, including landing and stoppages. Passage and fare in the cabin, for the whole voyage is 50 dollars; separate state rooms, containing two berths, 125 dollars.

There is nothing worth visiting in the town, if we except the cathedral. It is a massive pile, built in the last century, on the same place where stood the

first metropolitan temple, destroyed by the earthquake of 1766. The danger from the same cause has induced the architect to reduce the proportion in height of the new cathedral, by which the graceful harmony of the whole is somewhat impaired. None but Catholic places of worship are permitted in the Island of Cuba. There are in St. Jago several primary schools for Spanish children: a seminary for young men preparing for the church; and two colleges, where the English, French, and Spanish languages are taught, with most other branches of education.

They have a theatre, where the Spanish drama is sometimes represented.

The city is garrisoned by two regiments of Spanish troops.

The constitution of Spain does not extend to Cuba: it is under the government of the old Spanish *régime*.

The average range of the thermometer in the shade is 84° in the summer, and 78° in the winter. The winter is from December to February, and is generally dry, with occasional drizzling rain, when the wind sets in from the north. It is the most healthy season. The dews are light, and there is no danger from them.

The Port is well provided with medical men. Those in most repute are Drs. Forbes and Touvin.

The most interesting place in the vicinity, is the village of Cobre, distant four leagues from town, where are rich copper mines, worked by British capitalists. Some of the specimens of the ore afford not less than 53 per cent. of pure metal. The ordinary produce is not more than 27 per cent.; but

even that proportion is so great as to ensure large profits to the proprietors in competing with the produce of our native mines in Cornwall, where 10, or even 8, per cent. is considered sufficient to afford a remunerating return. This competition could not be maintained if the produce of the Cuba mines did not reach 18, or at least 16 per cent., in consequence of the expense attending the working of the mines in a tropical climate, together with the heavy charges for freight, commission, and insurance. The average exports from these mines is 24,000 tons per annum.

In extent, magnitude of works, skill, and science with which they are carried on, they are scarcely surpassed by any in the world. A rail-road is forming, for bringing the ore direct from the mines to the point of embarkation in the Bay of St. Jago. It is expected to be completed in a few months.

The recent history of this mine is somewhat remarkable. It was known that in the palmy days of Spanish greatness, the neighbouring mountains had been explored to a very considerable extent; and, indeed, the fact is sufficiently indicated by the very name of the town of Cobre, which is certainly not a place of modern origin. For more than a hundred years, however, the workings had been abandoned; and it was by mere accident some eight or ten years ago, that Mr. Hardy was induced, on visiting the neighbourhood for quite another purpose, to carry off some specimens of the refuse, thrown up from the old workings, in order to subject them to analysis. He had, in fact, been employed by his father, a man of large property, and now one of his partners in the mine, to visit the island in order to ascertain the

probability of recovering a mortgage debt, which he held over a neighbouring property.

"In this country," observes Mr. Turnbull, "the happiest combination of capital, enterprise, and skill, is not sufficient to insure success in any similar undertaking. It was necessary, of course, either to effect a purchase of the soil, with its accessorial rights, or to admit its proprietor into the secret, and allow him a reasonable proportion of the profits, arising from a discovery, which, even had he known it, he probably had not the means of fructifying. Another desideratum, not less indispensable, remained to be accomplished; and that was to obtain the consent of the government to exercise the privilege of mining, which, in the dominions of Her Catholic Majesty, is not carried, it seems, by the mere right of property in the soil. For this purpose, a vast deal of influence is required at head quarters; so great as to have made it necessary, or at least advisable, for the three individuals who alone were directly, or substantially, interested in the success of the undertaking—the discoverer, the capitalist, and the proprietor of the soil,—to admit a fourth person to an equal participation of the profits, from the mere fact of his possessing the necessary degree of influence at the Havana, or Madrid, to overcome the obstacles which would infallibly arise as soon as the enterprise presented any reasonable prospect of success.

"Two powerful steam engines are at present employed on the works, the chief duties of which are to stamp the mineral into a sort of coarse powder, when the richer part of the ore is separated from the refuse,

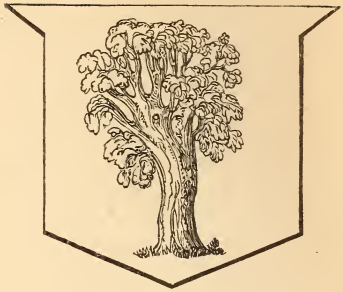
as well as that can be done by hand, with the aid of various mechanical contrivances. When in a state sufficiently pure for exportation, the ore is put into bags or baskets, and carried by beasts of burden a distance of twelve miles, to Santiago, at an average cost of about a dollar a hundred weight. The mule, the horse, and the camel, are the animals usually employed in this laborious operation; and it would be well for those of the nobler race, whether hybrid or pure, if they possessed the prudence or the instinct of the camel, which teaches it to lie down when overloaded, and refuse to proceed until its burden is so reduced as to make it compatible with its strength. The poor horse, however, and even the mule, stagger on to the last, under the excessive burdens which are heaped upon them, the average not being less than 224 English pounds."

To the eastward of St. Jago rises the chain of mountains called the Sierra Maestra, where the best coffee properties are located, at from 4 to 10 leagues from town. The scenery is equal in grandeur and romantic interest to that of Port Royal, or Blue Mountains in Jamaica. There are no inns to accommodate travellers; but such as have letters of introduction to the planters, are kindly and hospitably entertained by them.

St. Jago is the most ancient city in Cuba, and the seat of an archbishop. It is 252 miles from Porto Principe, where the *Real Audiencia,* or Supreme Tribunal is held, as regards the eastern department of Cuba. Travellers to Porto Principe proceed on horses back; or they may go to Santa Cruz by steamer, where the distance by land to Porto Principe is 84 miles.

St. Jago is distant from Havana 702 miles.

The Consul-General for Spain in London, Don J. M. Barrero, is also the Consul for Cuba; Messrs. Wright, Brooks, and Co. are the Agents for the Royal Mail Steam Packet Company at St. Jago.



SUB UMBRA FLOREO.

BELIZE, HONDURAS.

This possession of Great Britain, though one of considerable extent and importance, has not yet been dignified with the name of Colony. On one occasion it was expressly decided not to be entitled to the appellation of a territory belonging to His Majesty, at least so far as the Navigation Acts were concerned. (Chitty on Commerce, vol. 1, p. 636.) According to this decision ships built there would not be privileged to engage in the direct trade between the United Kingdom and the British possessions in America. The recent Navigation Acts have removed this disability, and have in terms recognized the settlements at Honduras as "British." The 3 and 4 Wm. IV. c. 54, s. 14, expressly enacts "that all ships built in the British settlements at Honduras, and owned and navigated as British ships, shall be entitled to the

privileges of British registered ships in all direct trade between the United Kingdom or the British possessions in America and the said settlements."

The distinction seems to be, that such settlements or possessions are in a state in which, with regard to trade they are considered in one character, and with regard to legal government in another.

The settlement of Honduras is situated on the main land of central America, in the province of Yucatan, on the western shores of the Caribbean Sea, between 17° and 19° N. lat., and 89° and 90° W. long. Its utmost extent of coast from the Rio Hondo on the north, to the River Sarsboon on the south, is 250 miles. Its mean breadth, according to the most recent calculations, is 150,—thus making a total of 37,500 square miles. For upwards of two centuries it has furnished Great Britain with large supplies of logwood and mahogany.

The Honduras coast was discovered by Columbus in 1502. Its period of early settlement is very vague. At first it was occasionally resorted to by mahogany and other wood-cutters, whose chief place of residence was then a small island called St. George's Key.

From the earliest period of the settlement to 1763, the right of cutting logwood in the Bay of Campeachy was a matter of vehement dispute between the English and Spanish governments on behalf of their respective subjects. On the general pacification, which took place in that year, the King of Spain agreed to allow the settlers to reside within a certain distance, on condition that all the fortresses then existing should be destroyed, and that no other should be erected. On his part he undertook, in case of a war, to grant six months for the removal of British property.

In 1779 this undertaking was grossly violated by the Spaniards. At the close of the war which then ensued, the settlers, though they obtained no indemnity for the previous injury, were re-established on the same terms as formerly, and the rivers Belize and Hondo were assigned as their limits.

Belize owes its origin to a Scotch corsair chief, of the name of Wallace, a native of Falkland in Kinross-shire. At the time that the bucaniers were driven from Tortuga, a small island situated a few miles north of St. Domingo, Wallace—to escape from the just vengeance of the Spaniards—fled for security amongst the numerous islands on the coast of Yucatan, and finally settled at the mouth of the river, now called Belize, or Balize. Here, after many vicissitudes both by sea and land, Wallace fixed his residence, erected a few log huts and a small fortalice, which stood on the site now occupied by the premises of Messrs. Botias and Delandre.

From this adventurous chief the town derived its name, its orthography amongst the Spaniards was originally Walis, from which it was changed by a common corruption in their language to Balis, and was lastly softened down by the English to Belize, which it now retains. The Spanish *b* is pronounced as *v*.

In the year 1765 the inhabitants agreed to a code of regulations presented to them by Sir William Burnaby, the commanding officer of His Majesty's ships on the Jamaica station, to the strict performance of the articles of which code they bound themselves by an instrument under their hands and seals.

In pursuance of these regulations five of the

principal inhabitants were chosen from amongst themselves as magistrates, who were invested with power and authority to hold courts of justice, and to try and determine all disputes. A jury of thirteen was chosen in the same manner for their assistance, and the determination of this court was declared to be final.

They further covenanted together to abide by and obey all such orders and regulations as might thereafter be made by the justices, in full council, being first approved of by a majority of the inhabitants, and that the commanding officer for the time being of any of His Majesty's ships of war which might be sent thither, should have full power to enforce and put the above into execution. Regulations were at the same time agreed to respecting the levying and collection of taxes, the cutting of logwood, &c. &c.

This code, which bears Sir William Burnaby's name, was printed at the expense of the settlement in 1809, with such additional regulations and alterations of the original articles as had in the intermediate time been found necessary.

The course which is generally pursued when an individual of the community is desirous of introducing a new regulation which is to undergo the solemnity of an "enactment," is as follows:—Such individual causes a public notice or requisition to be posted at the court-house at Belize, calling a meeting of the magistrates and inhabitants of the place, on the particular day expressed in the notice, which it is understood must be stuck up at least twenty-one days before the day named for the meeting. On the arrival of the day appointed for the purpose, the magistrates and inhabitants assemble, when the pro-

position contained in the notice is discussed, and the majority of those present on the occasion determine the question ; after which, if the measure agreed to at the meeting receive the assent of the Superintendent, it is considered a law of the settlement, but not otherwise.

In this anomalous state of things, it is a matter of considerable surprise that the meetings dignified with the name of courts should be conducted with a regularity and decorum which will bear no disadvantageous comparison with the proceedings, in this respect, of the regularly constituted tribunals in the other colonies.

The settlement at Honduras is governed by an officer styled a Superintendent, who is appointed by the Crown. A constitution, sanctioned by an officer in commission under His Majesty, framed many years ago, has been since, tacitly at least, recognized by the Crown, and is still acted upon ; and as a decisive mark of the subordination of the settlement to the power of this country, appeals are entertained by the Privy Council from the decisions of the courts in the settlement, one of which has been constituted by two acts of the British Parliament.

The town of Belize, which is situated at the mouth of the river of the same name, is the only regular establishment which the English settlers have formed in this country. It is immediately open to the sea ; and, though the situation is low, the groups of lofty cocoa-nut trees, with the thickly interspersed and lively foliage of the tamarind, contribute to give a very picturesque and pleasing effect to the dwellings of the inhabitants, independent of the advantage that is conferred by their grateful

shade. Beyond Belize is an immense swamp, which extends many miles back; it is overflowed during the rains, and in other seasons abounds with stagnant waters. The number of houses of all descriptions, contained in Belize, may be numbered at about 400. Many of these, particularly such as are owned by the opulent merchants, are spacious, commodious, and well-finished. They are built entirely of wood, and generally raised, 8 or 10 feet from the ground, on pillars of mahogany. The stores and offices are uniformly on the lower story; the dining and sleeping apartments on the upper. Every habitation has, likewise, its upper and lower piazzas, as indispensable appendages. Belize is defended by a fort, called Fort George, on an islet to the East.

The town being situated as described, an intercourse with the interior country, by land, is extremely difficult; no road to it having been formed, travelling can, therefore, be performed only by water; an extent, however, of 4 or 5 miles has been cut through the swamp, which, in fine weather, affords a pleasant ride on horseback; the sides of this road being lined profusely with a most agreeable variety of foliage.

Mahogany of a proper size—hitherto the staple commodity of this place—if not now exhausted in the forests within the British limits, is only to be found in very inaccessible portions of the settlement, and in situations from whence it could not be brought out to make it remunerative.

Under these circumstances, the attention of the inhabitants has been latterly turned to the cultivation of the soil, for the purpose of raising and exporting the various articles of tropical produce, for the growth of which the country is eminently adapted. The

position of the settlement is favourable for the introduction of British manufactures into central America. The Rio Hondo, the Belize river, the New river, the Siboon, and others, penetrate into the interior almost in parallel lines to each other, and except in one or two instances, are navigable by boats for 150 miles from their mouths.

The public buildings of Belize consist of St. John's Church, erected in 1812; the Government House, commenced in 1814; the Honduras Free School, established in 1816; the Bridge across the river, begun in 1816, and finished in two years; the Court House, erected in 1819, in which year the Supreme Court was established by Act of Parliament.

The population of the settlement amounts to about 8,000, of whom about 200 are white.

The people of colour, of whom the population chiefly consists, are a fine race, and present a remarkable contrast to the slaves of Havana, being very far superior in form and features. They were all declared freemen on the 1st of August, 1838.

The climate of this country is superior to that of the West India islands generally; and persons, whose health and constitutions have become impaired, from the effects of the latter, very frequently acquire a sudden restoration of both after an arrival at Honduras.

With the exception of a few months in the year, the land is constantly refreshed by regular sea-breezes, accompanied by an average of heat that may be taken at the temperature of 80°. The seasons have also their marked difference. The periodical rains which fall, and that are considered neither unseasonable nor extraordinary, might almost presage an approaching deluge, did they happen in some other parts of

the world. But the wet-season, as it is emphatically denominated, is not considered here as the season of disease. It is fatally otherwise with the greater part of the West Indies. The most frequent and violent instances of sickness which occur at Honduras, happen during the *dry season*, which is usually comprehended within the months of April, May, and June. The sun, during this space, is always most powerful, and its scorching rays are not mitigated by the same uniformity of breeze that prevails during the other months of the year. At the beginning of October, the Norths, or North winds, commence, and generally continue, with little variation, till the return of February or March.

The domestic animals are such as are generally known in most parts of Europe. The pasturage afforded them being extensive and good: cattle, particularly oxen and cows, thrive uncommonly well; and the latter supply a plentiful quantity of milk. Goats are found to succeed, in a most prolific degree. Fish abound in an extraordinary variety: but of the fisheries, the most profitable is that of the turtle. This forms an exclusive occupation, and the quantity taken is considerable. The taking of the species called the Hawksbill is particularly desirable, from the value which is affixed to its shell; this being, in Europe, of the sort that usually obtains the name of tortoiseshell. The people engaged in turtling are generally inhabitants of the different kays in the neighbourhood of Belize: but some have extended close to the Spanish settlements, where they remain without interruption. Of the baracouta and jew-fish, both exceedingly well-flavoured and firm, the former is often caught of sixty pounds weight, and the latter

of two hundred. The manati, or sea-cow is sometimes taken on the coast, and in the neighbouring lagoons; its flesh, either fresh or salted, is considered a great delicacy. The weight of this sometimes exceeds one thousand pounds. Amongst a great variety of fruits, which abound here, are included bananas, melons of several sorts, pine-apples in great variety, oranges of superior flavour, lemons, limes, shaddocks, mango, guava, mammee, chashaw-apple, tamarind, prickly pear, avocado pear, pomegranate, wild plums of many species, sea grape, &c. The grape of Madeira has been introduced, and is expected to be cultivated with success.

The finely woven straw *Panama* hats may be purchased in Belize at a very low price.

Population, 1841.

	Males.	Females.		Males.	Females.
Whites	200	35.	Coloured	5,000	3,000.

Militia.

1840.	Infantry	765.	Artillery	221.
1841.	,,	763.	,,	221.
1842.	,,	705.	,,	214.

Five private Schools in each year.

Shipping.

Inwards.	Ships.	Tons.	Outwards.	Ships.	Tons.
1840	101	——	1840	101	——
1841	112	21,863	1841	no returns.	
1842	88	17,644	1842	87	17,231

The Course of Exchange between Great Britain and Honduras is fixed by custom at 40 per cent. The premium upon mercantile bills was about 19½ per cent. in 1841.

One NEWSPAPER is published at Belize :—

Honduras Observer, Thursdays, by J. M. Daly. Established 1841.

The Compensation for Slaves paid to Honduras, was £101,958 19s. 7½d.

LA GUAYRA.

The steamer of the 2nd of the month from England, conveys passengers and mails to Grenada, where one of the Royal Mail Company's schooners is in readiness to proceed to La Guayra and Porto Cabello. There is a communication also by the middle of the month from Grenada by steamer through the northern islands to St. Thomas, where the Venezuelan schooner meets the mails and conveys them to La Guayra. The return mails and passengers are by each conveyance brought up to St. Thomas, where they join the homeward-bound steamer.

This schooner is a fine London river-built vessel, and has every accommodation for passengers. It carries no cargo, and therefore cannot be overloaded with goods as other vessels sometimes are. The distance from Grenada to La Guayra is 320 miles, and the time allowed, according to the Company's tables, is $3\frac{1}{2}$ days, or 4 miles per hour; but it will frequently be done in a much shorter time.

La Guayra is the port of Caraccas, the capital of the Republic of Venezuela, and is situated on the northern coast of the continent of South America. It deserves the name of roadstead rather than port, as it is open to the north and east, and but slightly sheltered to the west by a long promontory of dazzling whiteness, called Capo Blanco. M. Humboldt thus describes it:

"The chain of mountains that separates the port from the high valley of Caraccas, descends almost directly into the sea; and the houses of the town

are backed by a wall of steep rocks. There remains 100 to 140 toises breadth of flat ground between the wall and the ocean. The town has 6,000 to 8,000 inhabitants, and contains only two streets, running parallel to each other east and west. It is commanded by the battery of *Cerro Colorado;* and its fortifications along the sea-side are well disposed and kept in repair. The aspect of this place has something solitary and gloomy; we seemed not to be on a continent covered with vast forests, but in a rocky island destitute of mould and vegetation. With the exception of Cape Blanco and the cocoa-trees of Marqueta, no view meets the eye but that of the horizon, the sea, and the azure vault of heaven. The heat is stifling during the day, and most frequently during the night. The climate of La Guayra is justly considered as one of the most ardent on the globe; the sea-breeze is less felt, and the air is heated by the radiant caloric which the perpendicular rocks emit from the time the sun sets."

This was written before the great earthquake of 1812, which destroyed both La Guayra and Caraccas; and La Guayra still presents the ruin and dilapidation consequent thereon. However, there is a beauty in the place; for the interior of the shattered walls are overgrown with weeds and shrubs, and the deserted ruins, covered with foliage, form some of the most romantic enclosures.

Landing is sometimes attended with difficulty in consequence of the heavy *rollers* that break on the beach. When effected by shore-boats the boatmen exact as much as they can, but 1 dollar may be considered sufficient remuneration for landing with luggage, if not exceeding 250 lbs.

Luggage must be sent to the Custom-house for examination, but the search there is conducted with delicacy, and no unnecessary delay ensues. No articles of wearing apparel are subject to duty unless the quantity be excessive, and introduced with the object of trade. The Royal Mail Company's ships are exempt from visits of the custom-house officers.

There are two banks at Caraccas, but none at La Guayra. There is no national coin. Accounts are kept in dollars and cents currency; exchange on London ranges from 6 dollars 25 cents, to 6 dollars 56 cents per pound sterling, for bills at the usual sight of 90 days. The Spanish and American dollars are worth 1 dollar 25 cents currency at par, but generally bear a premium of from 2 to 5 per cent. The doubloon is worth 20 dollars currency, and, like the dollar, bears a premium of from 2 to 5 per cent. The gold coins of England and France are not current, but the shilling is received as equal to 31¼ cents; and the five-franc piece to 1 dollar 25 cents.

There are two hotels not far from the landing-place, called the Steam-boat, and Delfino's; the former English, and the latter Italian. The fare and accommodations are respectable. The cost of living is about 1 dollar 25 cents currency per day, exclusive of wines or liquors, which are generally of inferior quality. The town is plentifully supplied with good water, conducted by iron pipes from a mountain stream at some distance. Both hotels are supplied with this water.

Passengers arriving do not require passports, but are expected to report themselves at the office of the Gefe Politico, or chief magistrate: of residents, on leaving by sea, passports are required, but not of

visitors. Saddle mules, or horses, are alone used in travelling. The rate of hire is irregular. To Caraccas, a distance of about twelve miles, over a mountainous road, the hire is 3 dollars currency. The journey is made in about 4 or 5 hours. No description of wheeled vehicle can be used in consequence of the steepness and bad state of the roads.

The Government of Venezuela has lately placed a schooner to run to St. Thomas and back, so as to bring the mails that leave England on the middle of each month, in conjunction with the Royal Mail schooner that brings the mails of the 2nd of the month from England, *via* Grenada. With these two exceptions, La Guayra has no *regular* communication with other parts; but mercantile vessels visit the port occasionally.

La Guayra has a small theatre, but the performances are seldom, and then of an inferior description. There is also a private club and news-room, to which members are admitted by ballot; strangers through introduction.

The Government is Republican. The Ambassador at the Court of St. James's is Senor Alejo Fortique: the Consul for the Republic resident in London is J. Milligan, Esq. The British Consul at La Guayra is J. H. Lord, Esq., the Chargè d'Affaires at Caraccas is Colonel B. H. Wilson.

No meteorological tables have been kept at La Guayra, but the average during the year, by partial observations, is about 82° Fahrenheit. The hottest months are from May to September; the thermometer then never falling below 86° to 92° in the shade. Rain does not fall so continuously at La

Guayra as in other places within the tropics. The heaviest rains generally fall in September and October, when the season breaks up. No season is considered particularly unhealthy; epidemics are remarkably rare.

The coast of Venezuela is that of a country of which the soil is fertile in all the richest productions of the temperate and torrid zones. An American writer says, "The low plains produce in abundance sugar cane, coffee, cacao, tobacco, fine timber for ship building, valuable dye-woods, and medicinal plants of various kinds. The cacao of Caraccas is twice as valuable as that of the Antillas; the indigo is inferior to none but that of Guatèmala; the tobacco is said to be worth as much again as the best Virginia or Maryland: the coffee would rival that of Mocha, if the same care were exercised in its preparation. The plains of Cumana, &c. are covered with immense herds of mules, oxen, and horses. Maize, wheat, and all the European plants and vegetables, are cultivated on the high plains, as successfully as in the Mexican States. The climate varies according to the elevation. On the coasts, and in the low country, it is hot and unhealthy; but the temperature of the city of Leon de Caracas, which is about 3,400 feet above the level of the sea, is delightful throughout the year."

"The soil here," as M. Humboldt remarks, "is rich in pasturage, where dairy-houses, built with reeds, are separated from each other by clumps of trees. The milk remains fresh when kept, not in calabashes, but in porous earthen vessels from Maniquarez, which are used here. A prejudice prevalent in the countries of the north had long led me to believe

that cows, under the torrid zone, did not yield rich milk; but my abode at Cumana, and especially an excursion through the vast plains of Calabozo, covered with grasses and herbaceous sensitive plants, convinced me that the ruminating animals of Europe become perfectly habituated to the most scorching climates, provided they find water and good nourishment. The milk is excellent in the provinces of Cumana, Barcelona, and Venezuela; and the butter is better in the plains of the equinoctial zone than on the ridge of the Andes.

"As the inhabitants of Cumana prefer the coolness of the sea-breeze to the appearance of vegetation, they are accustomed to no other walk than that of the open shore; yet the banks of the Manzanares are very pleasant, and shadowed by mimosas, erythrinas, ceibas, and other trees of gigantic growth. A river, the temperature of which, in the season of the floods, descends as low as $71\frac{1}{2}°$, while the air is at from 86° to 91°, is an inestimable benefit in a country where the heats are excessive during the whole year, and where it is so agreeable to bathe several times in the day. The children pass, as it were, a part of their lives in the water; the whole of the inhabitants, even the women of the most opulent families, know how to swim; and in a country where man is so near the state of nature, one of the first questions asked, at first meeting in the morning is, whether the water is cooler than in the preceding evening? In a fine moon-light night, chairs are occasionally placed in the water, men and women, lightly clothed, assemble together, and pass some hours thus, in smoking cigars, and talking according to the custom of the country. The *bavas*, or small crocodiles, are

now become scarce, and approach men without attacking them. These animals are three or four feet long. We never met with them in the Manzanares, but with a great number of dolphins, which sometimes ascend the river in the night, and frighten the bathers by spouting water.

The Grand Ocean is not more calm and pacific on the coasts of Peru than the Sea of the Antillas from Puerto Cabello, and especially from Cape Codera, to the eastern point of Paria. The hurricanes of the West Indies are never felt in these regions, the vessels of which are without decks."

The only European physician is Dr. Freidensberg, who is much esteemed by the foreign residents.

Messrs. Macrae, Pearce and Co., are the Royal Mail Steam Packet Company's Agents at La Guayra.

PUERTO CABELLO.

The schooner delays but a few hours at La Guayra, and then runs down to Puerto Cabello. The coast is so deep and free from danger, that the vessels may go close in. Along it are several detached wooded islets. Puerto Cabello is a spacious harbour formed by several islands and low tongues of mangrove land. There is sufficient depth of water for the largest vessels close to shore.

The name of the port is derived from *Cabello*, a horse; as a horse's hair is said to be sufficient to secure a ship in this harbour. It has heretofore been the careening-place of all the Spanish vessels trading to La Guayra, and the place where they wintered, after having discharged their cargoes at La Guayra, in order to be more secure, to make what repairs were necessary, and take in part of their return-cargo, with which they returned to La Guayra, to finish loading, and complete their manifests. In consequence of this plan, some good workmen, as carpenters, caulkers, &c. have been established here.

Passengers are landed by the schooner's boats at the distance of a quarter of a mile from the wharf in perfectly smooth water. The luggage is taken at once to the custom-house, about fifty yards distant, and passed without any difficulty. No article of personal use is charged with duty.

The monies are the same as at La Guayra. There is an agency of the Colonial Bank in the town.

Puerto Cabello belongs to the province of Carabobo, and the same observances as to passports,

&c., obtain here as already described under the head of La Guayra. The seasons are the same, though the temperature is not so high.

The only object of curiosity in the neighbourhood is the Agua Caliente, or hot springs, distant about 20 miles, which can be visited on horseback in the course of one day at the expense of about 10 dollars, including guide.

The port itself is the best adapted for the residence of Europeans on arrival; but the surrounding country is by no means considered unhealthy. On ascending the Cordillera of mountains that runs parallel with the coast, the climate becomes temperate and delicious within a few hours' ride. Four or five miles from the port there is a small village called St. Stephen, celebrated for the purity of its air and the agreeableness of its waters; and the climate throughout the year is cooler than at the port, being open to the cool airs that rush down from the hills through the valley, in which it is situated.

Puerto Cabello is 130 miles distant from Caraccas, or 72 hours' journey: expense about 30 dollars. To Valencia 27 miles or 7 hours; to Valencia there are three posts weekly.

Since the former edition of this "Guide," the hotel accommodation has been somewhat improved in Puerto Cabello.

The embarkation of live cattle to Jamaica, and hung beef to Havana, is a branch of commerce very lately commenced, and but now in its infancy. Cattle are worth 8 to 10 dollars each; expenses of embarking, &c., about 1 dollar, and freight about 12½ dollars currency each head. The voyage to Jamaica is generally performed in 4 to 5 days. No

tonnage duty is charged in Porto Cabello on cattle vessels.

This place is considered very healthy. It is seldom that fevers or epidemics prevail among the better classes; but after heavy rains, intermittent fevers and dysentery attack the lower orders, because of the want of suitable habitations and the proper means of subsistence. Sailors, and those who expose themselves, are subject to attack; but this is generally owing to their own intemperance and excess in eating fruit.

The clothing best adapted for this country is flannel or silk under vests, linen shirts and drawers, white drill pantaloons, and very light boots and shoes: linen jackets or coatees, fancy waistcoats, and white hats. Of shirts, under vests and pantaloons, drawers and jackets, about two dozen of each would be quite sufficient. Boots and shoes made in this country are generally preferred; and in fact all articles of clothing can be obtained very reasonably. A couple of suits of cloth clothing are always necessary.

Messrs. Phelps and Evans are the Company's Agents at Puerto Cabello.

SANTA MARTHA.

This harbour may be considered one of the best on the coast of New Grenada. The land is generally low, but the harbour is easily distinguished by the snowy mountains that rise behind.

The appearance of the town, as seen from a vessel standing into the bay, is neat and pretty, the houses being whitewashed, and in general, covered with red tiles. To the eastward there is a range of hills of no great elevation, but steep and of conical form; their bases are sandy, but their summits covered with brushwood. The wind rushes through the intervals between them with great violence into the bay, and thus contributes to its insecurity.

The River Manzanares disembogues a little to the south of the city; and, though not large, its water is good.

In the back ground stupendous mountains are piled one above another, until they terminate in the *Nevada of Sta. Martha*, which rises to the height of 16,419 feet, being partly lost in the clouds, from which their peaks emerging, covered with perpetual snow, form a striking contrast to the rich and dark forests beneath.

The steamer goes close to the shore, and landing and embarking are done with facility by her boats. Passports are not required either on landing or embarking. When going from one city of the republic to another, they are required, but no charge is made for them.

Passengers' luggage is seldom examined; but if,

on examination, any articles are found that have not been worn, or that have the appearance of being brought for sale, if piece goods, they are charged from 25 to 33 per cent; and if apparel, the duty is nearly equal to the cost of the article. No duties are charged on exports; but there is a prohibition in the export of wrought silver and gold dust, which, if found in passengers' luggage, would be confiscated.

The current money is the coin of the republic, which is issued at a low standard, so that passengers bringing doubloons, old Spanish or Mexican dollars, will generally obtain a premium of 7 per cent. There are not any banks.

Santa Martha does not boast a single hotel, and but a few lodging houses of a miserable description. Persons with letters of introduction generally live with those to whom they are addressed. The town is well supplied with good water.

Carriages are not to be had on hire, but horses and mules are to be let in abundance.

The Roman Catholic religion is the dominant one, and the public exercise of all others is prohibited. There is a very handsome cathedral and several churches: also two primary schools and a college for adults, in which the modern languages are taught, as also Greek and Latin.

A fort, which is admirably situated for the defence of the bay, is seated on the summit of an almost perpendicular rock. There is also a small battery, now dismantled, on the level of the sea in front of the town. About 500 military are stationed in Santa Martha.

The city is in the estate of New Grenada; the

government is republican. The Minister Plenipotentiary in London is Don M. M. Mosquera.

The climate is healthy; the thermometer ranges from 82° to 95°. There is no winter, but merely rainy and breezy seasons. The port is the best residence for Europeans.

Within the distance of a league from Santa Martha are some natural salt-pits or mines, from which salt is obtained in considerable quantities, and which may probably become an important branch of trade. Silver has also been found in the vicinity; but the richness and extent of the veins have not yet been ascertained.

Passengers going to Santa Fe de Bogota, the capital and seat of government, proceed on mules or horses to Cienaga, 21 miles, at the charge of 2 dollars per horse, and by boat across the lake to Sitionuevo on the banks of the Magdalena. This large river takes its rise on the eastern side of the Andes, called the Popayan mountains, drains the country between the eastern and central ridges of the Cordillera in New Grenada, and is navigable to the town of Honda, 130 leagues from the sea and within a short distance of Bogota. The quantity of water this immense river discharges is prodigious; and it has been disputed whether its volume, being deeper and more rapid, is not greater than what is discharged from the Mississippi. It colours the sea sometimes to a distance of 60 miles from its mouth. It abounds in fish, but is greatly infested with alligators, and the banks are covered with immense forests, the retreat of savage Indians and of tigers. It falls into the sea with great velocity by six bocas or mouths, forming a delta. The Rio de Cauca is little

inferior to the Magdalena in extent and magnitude; it joins the Magdalena at Tacaloa, having taken its source from the same mountains.

From Sitionuevo in the months of August and September, parties can generally sail up to the confluence of Rio Cauca and Magdalena; here the current is not rapid. Small boats can be had from Sitionuevo to Mompox, at a charge of 25 to 50 dollars, acccording to size. Some boats are large, and carry cargo, but they have no place for passengers below deck; a passage in these may be had for about 16 dollars. There are also trading boats from Mompox to Honda, called "champanes," navigated by 20 to 30 hands, and convey 200 to 300 packages in 25 to 30 days, including stoppages. A canoe may also be engaged for a passenger and his baggage with 3 men for 100 dollars, making the voyage in 16 to 20 days to Honda. Mail-boats go up in 15 days. Stoppages are at Banco one day; Morales, two days; San Pablo, two days; Nare, two days. At Angostura the river narrows and rocks intercept its flow, the currents are therefore very strong, and if there have been floods, passengers must stop till they abate. At other times it takes only 2 or 3 hours, when free from the flood, to pass Angostura. From Nare to Honda is 6 days. Just below Honda at a place called Vuelta, there are large store-houses where the goods the champanes bring are deposited, and mules are obtainable to proceed to Honda, 9 miles distant, at the charge of half a dollar. From Honda to Bogota, 66 miles, is by mules or horses at a charge of about 5 dollars. The whole expense from Santa Martha to Bogota for one passenger and luggage is from 130 to 150 dollars.

The whole of the voyage is done by oars, and the Indians work with great patience and perseverance. The expenses just mentioned include all charges, for these poor people feed themselves. Each passenger should provide a sufficiency of light clothing, a large mackintosh and cloth cloak, a light moveable bedstead, (as hammocks cannot be slung) with a thin leather-covered mattress, and the best quality Musquito net. The houses are miserable habitations, and it were best to sleep in the boat; the dews are very heavy. The traveller should also take his own canteen with preserved provisions,—fowls and eggs may be had at the towns,—his own tea and coffee or chocolate, sugar, salt, &c. The cooking must be done on shore. They travel only by day.

From Bogota to Santa Martha the journey is effected in 8 days, at the expense of about 50 dollars, as it is with the stream. The specie is thus brought down for shipment. Gold coin is the principal part of the exports, but emeralds and other precious stones are also forwarded. Gold dust is prohibited; and if taken, when attempted to be smuggled, is confiscated. But it is well known that very large quantities of gold dust are exported. The duty in coining is heavy, and the distance to the mint from where it is gathered, is a still greater obstacle. The Indians having the dust in charge for export have never been known to betray their trust. Only once within the last 20 years, has an instance occurred of gold dust, when attempted to be smuggled, being seized in consequence of information; and this latter was by a degraded white man, who overheard the Indian speaking of the treasure to his wife. It is gratifying to find that these untutored

children of nature are worthy of trust and confidence.

It is the intention of the Government of New Grenada shortly to station a small steamer to ply between Santa Martha and Carthagena, and up the River Magdalena to Mompox and Honda.

We have been favoured by Don R. de Ayala, Secretary to the Legation of New Grenada, in London, with the following statistics of Santa Martha and Carthagena.

From 1st September, 1842, to 31st August, 1843.

Imports—172 ships. 21,238 tons. Value of Cargoes $2,573,682
Exports..... ,, $375,891

Population of the province of Santa Martha..... 45,677
,, Town ,, ...4,411

There are in Santa Martha 68 Schools, with 1,103 Scholars a College, and Seminary.

CARTHAGENA

Is the capital of the province of the same name. It is situated on a sandy tongue of humid land on the shore of a large and very commodious bay, more than two leagues in length. It contains a handsome cathedral, besides several churches, convents, and monasteries. The island, which forms a narrow strait on the south-west, opens a communication with that part of the land called Tierra Bomba. To the eastward the city is joined by a wooden bridge to a large suburb called Xeximani, which is connected with the continent by another bridge. The city and suburbs are well laid out, the streets being straight, broad, and uniform. The houses are for the most part built of stone. They consist chiefly of one story above the ground floor. All of them have balconies and lattices of wood, which in this climate is more durable than iron. Carthagena, like the whole province, suffers from periodical rains. In former times this city was the scene of frequent contests, and in the late war of independence it was taken and retaken by both parties. The population amounts to about 20,000, of whom a great many are of Indian descent.

The city of Carthagena is celebrated for its extensive fairs, held at certain periods of the year, for the sale of various descriptions of foreign merchandize, and other goods no less valuable to the inhabitants of the surrounding districts. These fairs are attended by immense bodies of Indians, who make their purchases in gold, obtained from the bottom of the River Choco.

Since the war of independence, civilization has made considerable progress in Carthagena, and European fashions, with music and dancing, prevail. The harp and song are heard as in most of the civilized cities of Europe.

The climate is very hot. From May to November is the rainy season. At this season there is an almost continual succession of thunder, rain, and tempests, so that the streets have the appearance of rivers. From December to April is the summer, when the heat is excessive. The latter part of the dry season is deemed the most unhealthy. Strangers are recommended not to sleep on shore. With this precaution, it has been remarked that a tea-spoonful of red bark, taken in a glass of port wine or other cordial at rising in the morning, has been considered an excellent preventative against fever. Yet the inhabitants enjoy good health and live even to 80 or 90 years of age.

Passengers are landed by the steamer's boats. There are but few houses of entertainment; the charges are moderate. The Spanish and Mexican dollar and doubloon are current here as at Santa Martha.

From 1st September, 1842, to 31st August, 1843.

Imports—90 ships. 10,244 tons. Value of Cargoes $765,376
Exports ..... ,, $1,212,698

Population of the province of Carthagena.... 142,000
,, Town ,, ... 10,145

There are 116 Schools in Carthagena, with 2,000 Scholars, a College, University, Seminary, and a School for Marines.

CHAGRES.

The town of Chagres is a poor and miserable place, being formed of only a few thatched huts. It is very unhealthy, being situate in a little sandy bay, on the north side of the river, open only to the west wind, and bounded by woods to the south, a dark looking fortification to the north, and a swamp to the east, which is fed by springs that have no outlet. The inhabitants number about 1,000, and are chiefly black or coloured, with the exception of a few custom-house officers, and the commandant of the castle. There is a house, called an hotel, kept by Peter Eskildsen, who professes to use 'his utmost endeavours to facilitate to travellers all the conveniences that the country will permit of.'

The river Chagres imparts a yellow colour to the sea, a distance of 8 miles from land. After issuing from the harbour and uniting with the sea-current, the stream seldom runs at a less rate, along the land to the northward and eastward, than one mile and a half in the hour. The entrance of the river has a a bar with not more than 13 feet over it. Large vessels therefore lie at anchor without, in the road.

Travellers, on arriving at Chagres, can procure canoes, of which there are an abundance, and proceed up the river without delay; for single passengers small canoes, or what are there termed cayucas, are preferable, on account of dispatch; beside the passenger, they will carry two trunks and a bed, which forms a mule load. If the luggage is excessive, a second cayuca should be taken. In the case of

families or ladies, large canoes are necessary; awnings of plantain leaves are provided to protect the passengers from the sun and rain. Fowls, eggs, and fruit may be obtained from the cottages on the banks of the river. During the dry season, which commences in December, and terminates in June or July, the cayucas will reach Gorgona or Cruces in about eighteen hours, and large canoes in two days; but during the rains, and when the torrents commence, which are most violent in August, September, and October, double the time is necessary.

The passage of the isthmus during the dry season is neither inconvenient nor unpleasant; the temperature, though warm, is perfectly healthy, and there is always personal security. Specie is insured from Lima *via* Panama to London, including risk of the transit of the isthmus, in the London offices, at 30*s.* per cent.

The river scenery is of the most beautiful description, the trees overhanging from both sides. There are several villages, and at intervals, collections of cane huts, or a single hut, with an acre or two of cleared ground, where the grass grows round it with gardens of bananas, plantains, and maize. The boat will travel at the rate of six miles an hour with the stream, but against it the rate varies according to the strength of the stream, during either the rainy or dry season.

The towns of Gorgona and Cruces are finely situated in elevated positions on the banks of the Chagre, and are remarkably healthy; the inhabitants are kind and hospitable, and ready to give passengers all the accommodation they possess at a trifling charge.

There are two roads or mule paths to Panama, the one from Gorgona, and the other from Cruces; the former is somewhat longer, but in the dry season it is mostly a good galloping ground, and may be rode over easily in six or seven hours; during the rains it is muddy. The other road is broken, stony, and precipitous; it was formerly paved, but being neglected, the stones are very annoying; the mules, however, are sure-footed and there is no danger; the Muleteers having their relations and friends at Cruces generally endeavour to persuade passengers to take this route in preference to that of Gorgona.

Of the road from Cruces to Panama, Mr. Scarlett observes, "It was paved years ago by the Spaniards, since which it has been entirely abandoned to its fate, whilst the rains combined with a constant use of it, without repair, have worked numerous holes between the stones, so deep that for several miles at each step our horses were plunging up to their knees. Habit has enabled these animals to arrive in safety at the end of the journey, but not before the strength of the traveller is exhausted by fatigue. They manage in general neither to injure themselves, nor their burdens; but they can only accomplish the task by great care and patience. In some places the path is so narrow, as well as deep, that there is scarcely room for the rider to sit on his horse astride; his legs are exposed to be crushed by the rocks on either side; and in others we ascended or descended flights of rough steps, formed by an uneven pavement of natural rocks, which it would puzzle any body, unaccustomed to the business, to find his way up and down even on foot, without a tumble. And all this through

a thick mass of wood which, scarcely admitting light enough to make the track visible, increases the danger."

The passenger, arriving either at Cruces or Gorgona, must give his first attention to procuring mules, but should he not find any, he must dispatch a messenger to Panama, and the following day they will be provided. It is always better to send the luggage forward five or six hours in advance, and should it arrive before the passenger it will be deposited in the Custom-house until the owner appears.

In Panama good lodgings can always be procured; the inhabitants are kind and friendly; the city is healthy, built upon a promontory, and nearly surrounded by the sea.

"I have seen nothing," writes Mr. Scarlett, "except Rio Harbour, equal in beauty to the situation of this Port. The city, which is walled, and has ramparts all round it, stands upon a tongue of land, washed on both sides by the Pacific, and from its numerous churches, stone houses with tiled roofs, and old architectural convents, with trees growing in the midst of some that are in ruins, it presents towards the sea, a very picturesque, and agreeable view. It is situated at the base of a range of soft green, undulating hills, which are covered with tropical woods, and form the foreground to a higher class of mountains, stretching like a barrier between the two oceans. The highest mountains, however, on the isthmus are never so lofty, as to be destitute of foliage, even to their summits.

"The immediate neighbourhood of Panama is laid out in gardens, pasturage, and orchards, and there are a few villas which give it a polished air, and

contrast prettily with the solemn grandeur of the forests beyond. These stretch entirely across the isthmus, in an unbroken mass, except at intervals, where the axe of the negro, has here and there cleared a space sufficient for the rude hut of some solitary family, whose habitation interrupts the uniformity of the sylvan scene."

The expence of travelling from ocean to ocean, with ordinary luggage, is as follows:—

Hire of Cayuca from Chagres to Cruces or Gorgona	$10	0
One Luggage Mule from do. to Panama . .	3	0
One Saddle Mule do. . .	5	0
Or about £4 10 0	$18	0

The voyage from Panama to Chagres usually occupies thirty hours, and the expense is about the same as that from Chagres to Panama.

There are two small vessels constantly plying between Panama and Guayaquil or Payta, in which passengers can embark for Peru or Chile.

SAN JUAN DE NICARAGUA.

The province of Nicaragua extends from the Caribbean Sea to the Pacific Ocean. It is a part of the Republic of Guatèmala, in central America. The N. E. coast was discovered by Columbus in 1502. Most part was conquered by the Spaniards about 1524.

Nicaragua takes its name from a powerful cacique, who was one of the first to enter into friendly relations with the Spaniards, and submit to baptism.

Central America became independent in 1821, and was subsequently incorporated with Mexico; but on the fall of Iturbide, it disconnected itself from the Mexican republics, and was formed into a separate confederation in 1823. Since the declaration of independence, the country has been disturbed by frequent civil wars, but these have at present happily subsided. This magnificent country abounds with corn, fruits, and fine timber. The principal products are wax, tallow, tar, sugar, cochineal, and cacao. The noble lake in the interior adds greatly to the beauty of the country. This lake, or rather inland sea, is 120 miles in length, and 45 in breadth in its widest part, without narrowing at either end, and extends to within 20 miles of the Pacific. It is interspersed with islands some of which are of great height. On this inland sea the Spaniards formerly kept a brig of war of 14 guns, and several schooners or gun boats. An English merchant has also had a schooner of 40 tons trading upon the lake; and as a proof of the quantity of water in the River San Juan during the freshes, this schooner, which was built at Jamaica, was con-

veyed to the lake through the river by merely removing her keel, and replacing it when she arrived on the lake. The current of this river is so strong that the flat-bottomed boats, that navigate it, are five to six days in ascending and about 36 hours coming down. These boats are obliged to unload at three places in the river; and it is said that the fall from the lake to the sea is 130 feet. The river, which divides itself into three mouths as it falls into the Atlantic, is plentifully stocked with fish, particularly with the manatti or river cow, which is prepared in the same manner as corned beef, and is superior when served up in that way; when smoked it is preferred to ham.

The following is from the pen of an American traveller in 1835: "The states of Central America are Costarica, Nicaragua, Honduras, Salvador, and Guatèmala. The seat of the general government is at St. Salvador, situate in the federal district, a circle of 20 miles in diameter, with a farther extension of 10 miles to the south, which includes the road of Libertad on the Pacific Ocean.

The principal ports of the federation, in the Bay of Honduras, are Isabel, Omoa, and Truxillo; in the Caribbean Sea, San Juan de Nicaragua, Matina, and Boco del Toro, or Bocatoro; and on the Pacific, Calderas, el Realejo, la Union, Libertad, Acajutla and Istapa. A central but not very elevated ridge, connecting the Andes with the spinal range of the northern continent, extends through Central America, and from thence various navigable rivers have their sources, which run into the Bays of Campeachy and Honduras, the Caribbean Sea and the Pacific Ocean. The volcanoes, which so remarkably stud the shore

of the latter, are all situated on the southern slope of the ridge, which they greatly out-top. The irruption of that of *Cosiguina*, in January 1835, sent the sound of its report, accompanied by ashes, to the island of Jamaica, the adjacent parts of New Granada, and as far as Oajaca in Mexico.

The staple exports of Central America are gold and silver, indigo, cochineal, sarsaparilla, hides, balsam, mahogany, Brasil, log, and other woods. No other section of this hemisphere has such comparative abundance of valuable exports, which, by the increasing industry of the inhabitants, now (without including the precious metals) nearly equal the imports.

The population of the federation is little short of two millions, and is almost without any of the negro race. The Central Americans are happily distinguished by an entire absence of that religious fanaticism which so unfortunately prevails in the neighbouring republics. Religious liberty is expressly provided for by the constitution, and is inherent in the feelings of all. There are no bishops in Central America. The monkish orders have been wholely extinguished, and the few nunneries that remain cannot compel their members to stay in them against their will.

The independence of Central America was finally attained on the 1st of July, 1823, and a constitution was adopted very similar to that of the Northern United States. The president, General Franciso Morasan, was elected to a second term of four years: his fortune, moderation, and sacred respect for the institutions of the country, promise a prosperous period. In short, it may be confidently predicted that the internal troubles of Central America have

for ever terminated; these have been very ruinous to the advance of Nicaragua and Salvador; but the other three states are rapidly progressing in the career of good government, industry, and wealth: that of Guatèmala, from the tranquillity it has for many years enjoyed, and the greater intelligence of its leading men, is most forward in the race of improvement: in this state the Spanish laws have been entirely abolished. Education is fostered by every means, the greatest economy and good faith are observable in all the transactions of the government. The health and fertility of the country, and the temperate climate enjoyed at a short distance from the coast, offer additional inducements to these enterprises.

The nation has no foreign debt, and the custom-house duties are very moderate.

PROJECTS

FOR

A CANAL COMMUNICATION

BETWEEN

THE ATLANTIC AND PACIFIC OCEANS.

This subject, one of old date, has been lately revived with greatly encreased interest. Several projects have been started, but we propose to review only those of which any reliable data exist. These are—

THE ISTHMUS FROM CHAGRES TO PANAMA,

THE RIVER AND LAKE OF NICARAGUA,

AND THE

ISTHMUS OF TEHUANTEPEC.

ISTHMUS OF PANAMA.

Considerable discussion has lately been held in our own and in the French press on this interesting question. The French ministers, also, have spoken in the Chambers upon it. M. Guizot states that in his own mind he has no doubt some day or other it will be effected; and with some warmth exclaims, "then the value of the French possessions in the Pacific would be greatly increased, and France would have many reasons to congratulate herself in the pos-

session of them." And Admiral Roussin, during the same discussion,—in April, 1843,—stated that the chief advantages of such a communication would be, that the Society and Marquesas Islands, by being brought nearer to France, would take a prominent place amongst important stations of the world. And the *Journal des Debats* looks forward to the time when a three-decker can pass through the canal and proceed direct, without doubling Cape Horn, to the French possessions in Oceana.

The French minister did not state that France was herself about to effect this much-desired object. Our American neighbours, however, have not only announced that the contract was made to effect this great work between Chagres and Panama, but have stated the very terms of the agreement between the Government of New Granada and the Messrs. Baring, of London, and the time and mode in which it was to be completed. In fact the whole matter, with them, was settled, but it wanted one chief thing, which was the knowledge of Messrs. Barings themselves, for we have authority for saying that there is no truth in the assertion. But in the meantime start up claimants, in the persons of Messrs. Salomon, of the French island of Guadaloupe, to the right of way to cut this canal, and preferring their title on the faith of some treaties which they had made with the Government of New Granada, and they have confirmed their own assertion by publishing extracts from letters from M. Mosquera, the minister for that Republic in London.

It has been asserted that this project of a canal was a favourite one of the younger Pitt, and that he used to speak in glowing terms of the supposed

facilities of this great undertaking. The Edinburgh Review, of 1810, in noticing Humboldt's works, just published, gave perhaps the earliest information on the subject, derived, it is supposed, from General Miranda, then a refugee in England, and one of the early sufferers in the South American revolution.

The first and only survey of the Isthmus of Panama, that we have, was made by Mr. J. A. Lloyd, an Englishman, in company with Colonel Falmark, a Swedish officer, both appointed by General Bolivar, to survey the Isthmus of Panama. An account of this survey with a chart, from which the accompanying map is reduced, appeared in the philosophical transactions of 1830; the original object of the commission was, as Mr. Lloyd states, "to ascertain in the most convenient manner, the difference of level between the two seas."

The direct distance across the Isthmus from sea to sea is 29 geographical or 34 statute miles.

The bar and river of Chagre, as we before stated under that head, are too shallow to answer for an outlet. Mr. Lloyd's project was to make a harbour, by forming a breakwater in Limon Bay, and cutting a canal across to the junction of the Gatun with the Chagre. To the confluence of the Trinidad and Chagre the water is deep, and the banks precipitous, and from this junction a canal was to run parallel with the lines marked as proposed railroads, either direct to Chorrera or with an inclination to follow the decline of the land, direct to Panama. The rise and fall of tides on the coast of Panama, are nearly 20 feet at full and change, and the greatest variation 27 feet. "Now this one fact," concludes Mr. Lloyd, "gives such incalculable power to an engineer that

by its means almost every difficulty in water communication can be overcome." Mr. Lloyd also expresses himself convinced that "in the present stage of scientific knowledge and engineering I see no serious obstacles, except the climate and expense, which should prevent a canal being cut to admit the largest ship in Her Majesty's Navy, passing from sea to sea." As to the want of a harbour for ships in Panama, Mr. Lloyd remarks, "It is true that the bay of Panama is an open roadstead, but it is equally true that within a short distance from the shore there is sufficient water at any time of the tide for the largest ship, and the most rare occurrence of a heavy gale or rolling sea, renders the roadstead as safe as a land-locked harbour in other parts of the world, and even in case of bad weather, there is, at the distance of seven miles, excellent anchorage and most secure shelter at the island of Taboga, where ships can both provision and water. There is no denying that at low water, the coast is high and dry for a considerable distance seaward. But there are in various parts of the bay and close to the shore, well-known holes in the lafa or rock, or, as they are called in Panama, Huecos, in which vessels of considerable burthen anchor securely, and independent of the surrounding flat."

It has been asserted by the *Journal des Debats* that this survey was incomplete; and that M. Morel, the engineer for Messrs. Salomon, had discovered a line of country of much less elevation than that marked by Messrs. Lloyd and Falmark. The first of these assertions may be true, "because," remarks Mr. Lloyd, "this survey was undertaken at a time when the whole of that part of the world was in a

state of anarchy from political dissentions, the commission had to encounter many personal privations, and vexations, and all but interminable difficulties in the execution of their task; and had, at least on the part of Mr. Lloyd, to defray a very considerable part of the expense themselves."

As to the latter assertion of the *Journal des Debats*, Mr. Lloyd explains that, "To obtain the difference of level of the two seas, we took, as far as we could render it available, a beaten track, which accounts for our high summit level, but which was far from the lowest point between the two seas; and although I can venture to predict that M. Morel's statement that 12 meters in the highest point in one direction will never be verified, still I am aware and certain that the most favourable ground on the eastern banks of the Trinidad will be found very much lower than the height we passed over."

And to the observation made in another publication, that Mr. Lloyd "had made up his mind that a railroad is best adapted to the locality," he remarks, "the fact of my laying down two railroads was mainly to point out the most favourable direction for such a work, and my proposal for a railroad which should have been constructed of guallacan or lignum-vitæ from the neighbouring forests, was in the first instance to afford transport, and bring into use the wonderful resources of the country in its splendid forests, its lime quarrying and free stone." But this railroad was only to be an assistant to the canal that was eventually to connect the two oceans.

Mr. William Wheelwright, founder, and for some time manager of the Pacific Steam Company, met

Mr. Lloyd on the Isthmus, and has frequently crossed it since. He fully concurs with Mr. Lloyd in the practicability of running either a canal or rail-road, and states in his observations communicated to to the Royal Geographical Society in February last, that a level line exists on the Isthmus, and that there is no height of consequence to be overcome in effecting a communication between the two oceans.

"If we are not deceived," says Mr. Wheelwright, "the level is so complete that it would only be necessary to have locks at either end of the canal, while its total length would not exceed thirty miles. The Chagres could be made its feeder, but the elevation of the Pacific ($13\frac{35}{100}$ feet) above the Atlantic, would I think render the canal entirely independent of any tributary streams. Both of the termini would require artificial harbours, or must be protected by breakwaters. No substantial difficulty exists on this point; when the work is undertaken, ways and means will soon be found for overcoming all minor obstacles.

"All, however, who are acquainted with the circumstances of the country will, I think, admit, that before so vast an undertaking as the opening of a great ship-canal can be commenced it is absolutely necessary that a road be made as near the level line as possible, both with a view to ulterior labours, which such a road would greatly facilitate, and for the immediate establishment of an intercourse between the two oceans."

This plain and obvious work, however, seems entirely neglected during the distractions of the public mind in aiming at grand and mighty—almost impossible—objects, while the plain principle of

making the *best* of *actual circumstances* is forgotten.

"The description of the road best adapted," continues Mr. Wheelwright, "to meet the object must be determined by a minute examination of the local and tropical difficulties and peculiarities. I have long thought that a tram road, with an iron rail would be the most desirable, as it could be adapted to locomotive power when necessary. As this road will pass through a swampy tract of country, and be exposed to the effects of severe rains and torrents, the method proposed would probably be the most economical and efficient, and less exposed to injury; the piles could be carried to the height required, which would generally supersede the necessity of bridges and parapets, while the expense would be very limited. All the material necessary for constructing such a road is on the *spot*, excepting the iron; labour is abundant and cheap; the usual wages not exceeding four reals, or two shillings per day; it is true that the natives certainly cannot perform the labour of Europeans in Europe, but I am confident in that climate they would do more; in fact Europeans could not withstand its enervating effects; while the natives, like the cutters of mahogany and dye-woods, are acclimated, patient of fatigue, simple in their habits, and temperate; they are content with the food of the country, which consists of charque, or dried beef, rice, and Indian corn, and are strong athletic men, accustomed many of them to carry burdens of 150 pounds weight across the isthmus, upon their backs, performing the whole journey of twenty-one miles in a day.

A great object would be gained by the formation of such a road; the whole detention on the isthmus,

from ocean to ocean, would not exceed a few hours; Chagres (the town), would be altogether avoided, and passengers incur no risk from climate. Goods could be transported with celerity and ease, at a trifling expense."

THE RIVER SAN JUAN AND LAKE OF NICARAGUA.

This is perhaps the first in date of the several projects, and as yet we are without sufficient data on which to found a correct estimate.

It is stated, indeed, that there exists a Spanish MS. in the archives at Guatèmala, by Don M. Galisteo, who surveyed the country from the Lake Nicaragua to the Pacific in the year 1781.

There are two projects on this line. One is, to connect the Port of Realejo, on the Pacific, with the Lake of Leon, which latter is said to join that of Nicaragua by a river; and the other project is, to join the Nicaragua Lake by a direct cut with the Gulf of Papagayo on the Pacific.

The Lake of Leon is 35 miles long and 15 miles broad, and is said to be fit for ships of large size; and as it is of higher elevation above the Pacific than that of Nicaragua, it would serve as an upper basin for the supply of water required to feed a canal of large dimensions carried from the head of the lake into the Bay of Realejo. It is besides affirmed that a navigable river, called Tosta, flows only 12 miles from the Lake of Leon into the Pacific.

The second project and more direct course, is from

Nicaragua to the Gulf of Papagayo. It is stated that the distance from the Gulf of Papagayo is only $15\frac{3}{4}$ miles; and though the intervening country be laid down in many maps as mountainous, the greatest actual height of any part of it above the level of the lake is only 19 feet, as was proved by a series of 347 levels about 100 yards apart, taken in 1781. The difference of the level of the two oceans was ascertained by Humboldt, not to exceed 20, or at most 22 feet.

An interesting paper on this subject by Jeremy Bentham, entitled *Junctiana Proposal*, dated June, 1822, appears for the first time in his collected works, edited by Dr. J. Bowring, M.P.

On the faith of an American writer, Mr. William Davis Robinson, who published *Memoirs of the Mexican Revolution*, Mr. Bentham throws aside all the other various projects of canal communication, and adopts this as the one alone capable of execution.

Mr. Bentham, quoting Mr. Robinson, states the sum of the advantages as follows:—

"Between both lakes and the Pacific the ground is a 'dead level.' In the Pacific Ocean depth of water not stated in figures, but said to be free from rocks and shoals; and on the Papagayo coast, the shore so bold that a frigate may anchor within a few yards of the beach."

But he also states that "From the Atlantic into the Lake Nicaragua up the River San Juan large brigs and schooners sail." We have previously (p. 262) stated that a schooner of 40 tons, built in Jamaica, was conveyed up the river to Nicaragua Lake, at the time of the freshes, by removing her keel. This is an extraordinary instance, however,

and not sufficient to warrant the general assertion that "large brigs and schooners sail" up that river.

The difficulties of this line are, indeed, in the River San Juan itself. There are several places where the flat-bottomed boats of the country are compelled to unload in order to convey the merchandize over the shallows and rocks in the river. Should these be overcome or evaded, this line presents many probabilities in its favor. There is no doubt sufficiency of water for vessels of any burthen at the Pacific side, and the Nicaragua Lake, as before stated, is of considerable depth and of great dimensions. The distance from the mouth of the San Juan River to the Pacific is about 220 geographical miles.

THE ISTHMUS OF TEHUANTEPEC

Is the third and lately revived project. We have been favoured, by Don José de Garay, with a pamphlet, (not published,) entitled, "Survey of the Isthmus of Tehuantepec, executed in the years 1842, 1843, with the intent of establishing a communication between the Atlantic and Pacific Oceans, and under the superintendence of a scientific commission appointed by the projector, Don José de Garay."

This survey enters into the geological formation of the Isthmus, and gives also the astronomical observations, trigonometrical measurements, and barometrical altitudes of the several heights across the country, and other data; the exactness in which particulars in other surveys, has rendered Spanish surveys so generally and deservedly celebrated. The work is very ably written,

and describes fully that part of Mexico through which runs the River Coatzacoalcos. This river enters the Gulf of Mexico, 140 miles S. E. of the city of Vera Cruz, in 17° 8′ 30″ N. lat., and 94° 17′ W. long. of Greenwich. There is a bar at the mouth, the shallowest part of which, however, is not less than 21 English feet; "and a North American pilot, who resides in the establishment of Mr. Baldwin, at Mina-titlan, assured us that he had many times crossed the bar, and that he had never found less water upon it than 21 English feet, equivalent to 6.4 metres. This account nearly agrees with our own observation, and confirms the old opinion that the bar does not shift, a circumstance easily explained, since the current of the river is slow, and the tides are almost imperceptible at its mouth."

The Coatzacoalcos is declared to be navigable for large ships to about 40 miles from its mouth, having a depth of 28 to 40 feet of water, after passing the bar. It is joined by several tributaries as it flows towards the sea, and has one shallow at the confluence at La Horqueta and two rapids considerably higher up; but at Horqueta, the branch called Brazo Mistan forms an island by which boats may evade this shallow, and proceed up to the junction of the River Malatengo, which is 163 kilometres, equal to 100 English miles, further than Horqueta. In this description the commission is confirmed by the reports of Senores Orbigozo and Ortiz who were appointed a commission to survey this isthmus jointly, by the state of Vera Cruz and the federal governments, in 1824. "The favourable and useful peculiarities of the Coatzacoalcos," writes Senor Moro, the author of the work, and the Director and Chief of the Com-

mission, "soon attracted the notice of its early discoverers. Cortes, speaking of the country of which the isthmus forms a part, says:—

"I had heard that in a very great river which runs through the said province and falls into the sea, there was an excellent harbour for vessels; because Ordaz, and those who accompanied him had examined it, and as the country appeared particularly fitted for colonization, and there being on this coast such scarcity of harbours, I was desirous of finding one, and establishing, a settlement there."

Subsequently, by order of Cortes himself, Ordaz founded the town of Espiritu Santo, four leagues from the mouth of the river, of which only some slight traces now remain.

"No one ever visited the Coatzacoalcos," writes Senor Moro, "whether acquainted with these matters or not, without being impressed with the facility with which the whole of it might be made navigable.

The stability of its bed is owing both to the slowness of the current, which prevents its excavating the bottom and banks, and to the clearness of the waters, which carry no materials down to make new deposits. The gentleness of the current may be inferred from the fact that its course, with all its windings from the confluence of the Malatengo to the sea, measures 258,000 metres, with a fall of only 40, namely, 0,000155 of descent for each metre of course.

It has been observed that the bar of the Coatzacoalcos is permanent, and in the plan of its course, raised in 1825 by General Orbegozo, we find, after a lapse of eighteen years, that the same windings exist throughout. The islets and streams are also identical both in number and importance, which seem

to promise that whatever works may be necessary to give greater depth to the river will have a permanent result if they are well conceived and properly executed.

The usual engines might be used, as well as the power of the river itself, by narrowing temporarily its bed more than necessary. This object might be effected by means of dikes constructed with solid piles, taking advantage for the purpose of the useful materials which nature herself offers profusely in the large trees and excellent clay that cover the banks of the river.

In some parts of the upper course of the river it may perhaps be necessary to straighten its course, checking the increased current by means of a lock, and in others to construct solid embankments so as to limit the width of its bed; but any attempt to determine at present the number and magnitude of these works would only evince either want of good faith or presumptuous ignorance.

To change the established course of a mighty river is one of the most delicate operations in hydraulics, and requires not only much skill and tact, but a careful study of local circumstances, which cannot be the result of a single inspection, but rather a series of assiduous preliminary labours.

I cannot, however, look upon the difficulties as very great, for I am thoroughly convinced that they would be neither arduous nor expensive to overcome. The two most difficult points are the rapids of the old and the new Mal Paso, where the river runs upon a rocky bed; but these are of limited extent, and the many efficient means employed in similar cases are too well known to allow of much importance being attached to such obstacles.

With these two exceptions the remaining rapids are generally caused by shingle and sand-banks, and diminish gradually in number until they become very scarce below the river Jumuapa."

At the junction of the River Malatengo with the Coatzacoalcos, the course of the former river is followed to its confluence with the Chichihua, which also receives the River Tarifa; and the proposal of the commission is to join the Tarifa by a canal to the River Chicapa, which flows into the Pacific by the lake near Tehuantepec. This communication it is proposed to make navigable for boats at first, but ultimately to be applicable for the largest ships.

In his estimate of expense, Senor Moro takes that of the Caledonian Canal as his guide, and calculates that the entire cost for completing his canal would be about 60 millions of francs.

"The Isthmus," observes Senor Moro, "of Tehuantepec belongs to the Mexican Republic, and forms part of the departments of Oajaca and Vera Cruz. According to the official reports, published by the Mexican Government in December 10, 1841, as a basis for the elections, the former department contains a population of 500,278 inhabitants, and the latter, 250,380.

The boundaries of these two districts in this part of the Mexican territory are not yet definitively settled. The line of division is generally considered to coincide with the course of the River Sarabia, but this would only fix the limits on the left of the Coatzacoalcos, and by no means on the right.

This want of a defined boundary is a natural consequence of the present state of the country. The two extremities of the isthmus are the only inhabited

portions, and they are separated from each other by an immense forest of astonishing beauty, which, from the richness of its natural produce, contains evidently treasures of incalculable value, but which with its luxuriance conceals the aspect and form of the hitherto unexplored soil, on which it stands."

Robinson, an American writer, who is said to know the locality well, said:—

"If, on a topographical survey of the isthmus, it shall be found practicable to cut a canal, there is no place where such an undertaking could be accomplished with such ease, as in the province of Oajaca. In its boundaries are comprehended a great part of the Isthmus of Tehuantepec. Its salubrity is unequalled on the American continent; even its shores on the Pacific Ocean appear exempted from the usual diseases which afflict the inhabitants of the Atlantic and South Sea coasts.

"The population of Tehuantepec are among the most active and healthy race of Indians we have ever seen, and the cutting of a canal through such parts of the isthmus, as an accurate survey shall show to be fittest for that purpose, could be performed with the greatest facility by the inhabitants of Oajaca."

These most important advantages were also appreciated by Mr. Michel Chevalier, who lately visited America, and who, speaking of the isthmus, in one of his recent publications (Revue des Deux Mondes, January 1st, 1844), says:—

"The exploration of General Orbegozo, confirmed the presence of a magnificent vegetation in the isthmus, which proves the fertility of its soil. Even previous to the voyage of Humboldt, the beautiful forests of Tarifa had attracted the attention of the court of Spain.

The fertility of the extensive plain of Tehuantepec was also ascertained, no less than the healthfulness of the country at some distance from the sea. Besides it being well known that the isthmus was once densely populated, there seems to be no reason why it could not be so again."

By a decree of the Mexican Government, dated 2nd March, 1842, Don J. de Garay is granted the exclusive privilege of executing the work; and, as a remuneration, grants him the establishment of the means of transport, with the right of tolls for fifty years, and the proprietorship of the waste lands, comprising a surface of upwards of 30 miles on either side of the line of communication. It further authorizes, with ample privileges, the settling of colonies within 50 leagues on both sides of the line; adding also in the same, as well as subsequent decrees, many other concessions of importance. And a proclamation was also published, declaring that on such a communication being effected, the transit should be open to all nations, and the entire passage considered neutral territory.

Finally, Senor Moro sums up the supposed advantages of this communication by contrasting it with those of Panama and Nicaragua, which we give in his own words.

"The American isthmus extends from the Darien Gulf, where it is united to South America, as far as Tehuantepec, where North America may be said to commence. Different parts of this isthmus have appeared to offer advantages in their topographical form, and have invited attention to their fitness for the desired communication. It was however soon observed that only three of these localities were

worthy of consideration; namely, those which from the principal towns in their territory are designated by way of distinction, Isthmus of Panama, of Nicaragua, and of Tehuantepec.

In respect to the first of these named places, the distance between the two oceans is only 65 kilometres, 40 English miles. It is impossible therefore to examine the map of the American isthmus without being inclined to consider this point as the most eligible. The distance that divides the two seas is greater at Nicaragua, namely 150 kilometres, about 94 miles, but being intersected by a lake of vast dimensions, this point would also appear to offer considerable advantages. Lastly, the territory of Tehuantepec, forming a continued line of 220 kilometres, nearly 140 English miles, is that which upon a superficial examination presents the greatest obstacles for the accomplishment of the object contemplated.

However, notwithstanding these appearances, as a greater or less distance is not the only circumstance to be considered, it precisely happens in the three above-mentioned instances that the practicability of the work is in an inverse ratio to the shortness of the distance; and thus, whilst in the present state of our knowledge its execution is apparently impossible at Panama, and attended with immense difficulties at Nicaragua, we find it practicable and easy at Tehuantepec.

The Isthmus of Panama has been from the time of the conquest the object of the most diligent investigations, and it is an error to suppose that the Spanish Government never paid any attention to this subject. Unfortunately not one of the explorations which were

practised offered any satisfactory result, and the silence relative to this subject, which was maintained by the celebrated astronomers who at the close of the last century resided for some time in these regions, is the greatest proof that they had no favourable tidings to communicate to the world upon this important matter.

The form and topographical aspect of a country so limited in extent, and which had attracted a considerable share of public attention, could not possibly have remained unknown during three centuries, whilst it is very evident that there are not in either of the two opposite coasts any natural harbours to which the extremities of a canal could be directed. It has been lately asserted that all difficulties had disappeared, and that it would be as easy to construct a canal in Panama as it would be in Holland. The more recent report, however, of intelligent engineers, purposely sent thither to ascertain the facts, seems on the contrary to point out the great obstacles which the territory presents to an enterprise of this nature; but even supposing that the topographical aspect of the ground offered no difficulty whatever, there are others quite sufficient to render it impracticable, and which unfortunately cannot be remedied.

Monsieur Michel Chevalier, while examining the circumstances which ought to be kept in view in selecting the most appropriate place for an oceanic communication, very justly observes that one of the most important is its salubrity. He says:—

"However great might be the saving of time effected by steering through the isthmus, it would always be shunned by vessels if it were to prove a charnel-house.'

The climate of the isthmus of Panama is acknow-

ledged to be dangerous, a fact confirmed by the accounts of Humboldt and other writers. The fear of its unhealthiness was one of the causes that prevented the assembling of Congress there, after the emancipation of the states of Spanish America had been convened, in order to establish a system of general policy suited to the interests of the American nations. The same fear prevented the engineers, Lloyd and Falmarc, remaining in the isthmus a sufficient time to complete the labours of the exploration, which they undertook in 1827 and 1828, by order of General Bolivar, and in a succeeding expedition Lloyd lost his life.* To this grievous cause is likewise to be ascribed the paucity of population and the want of the necessary means of existence in that isthmus, and as the climate does not permit the increase of the former, there is no possibility of augmenting the latter.

The Isthmus of Panama is again being explored, but it has been lately estimated that even should the work be at all practicable its accomplishment would require the united efforts of the principal nations of the world and an expenditure of at least 200,000,000 of francs.

The Isthmus of Nicaragua possesses a fertile territory, a healthy climate, and is not deficient in population. Towards the north the Lake of Nicaragua communicates with the Atlantic by means of the mighty River St. John, and in the south only a small distance separates this lake from the coast of the Pacific. Thus the Isthmus of Nicaragua seems to offer many advantages; but upon a more minute

* Not true. Mr. Lloyd was H. B. M. Surveyor-General in Mauritius, March, 1843.

examination there appear many difficulties, and these of an almost insurmountable nature.

From the report published by command of the government of the state of Nicaragua in reference to the exploration of that isthmus, effected during the years 1837 and 1838 by Mr. J. Bailey, it seems that the course of the river St. John with all its windings is about 150 kilometres, or 94 English miles, in length, six and a half of which are obstructed by four rapids, caused by banks of rocks stretching across the whole width of the river. These obstacles and the long course of the river, were considered such formidable impediments as to suggest the construction of a canal as an easier operation than that of rendering the river itself navigable.

Towards the south, a distance of nearly 28 kilometres, or 16 miles, between the lake and the Pacific, the territory is occupied by a chain of mountains, which, although not very elevated, would occasion works of extraordinary magnitude. It would be necessary to excavate a considerable portion of it to a depth much greater than has been hitherto customary in works of this kind, and throughout more than five kilometres it would be indispensable to bore the mountains, and open a tunnel of sufficient dimensions to admit the large vessels employed in transatlantic navigation. The possibility of attaining such an object is not a little doubtful, especially if the nucleus of the chain to be bored through, consists, as well as the Andes of which it forms a part, of granite or ancient porphyry, as there is every reason to believe notwithstanding the superficial experiments made by Bailey.

The port of St. John south, which would be

sought to be reached on this side, is not adequate from its small dimensions to the required object, and moreover it appears that with the prevailing north and north-east winds its access is not only difficult but even dangerous.

It has been calculated that this undertaking would cost 150 millions of francs; but even this sum is probably much smaller than that which would be required.

The greater part of the distance which separates the two seas in the Isthmus of Tehuantepec is occupied on the south by the lagoons and extensive plains, and on the north by the course of the Coatzacoalcos, so that the principal works to be executed would be comprised between lat. 16° 36″ and 17° 3″ N., including a space less than 50 kilometres, or 31 miles, in extent, wherein no excavation whatever exceeding the usual limits would be required.

As the object of our undertaking is a division canal, it was essential to convey to the point of division a requisite quantity of waters. Those of the river Chicapa and its confluents husbanded with care would alone have sufficed, but desirous of being prepared for the contingency of an extraordinary drought we have sought out the means of obtaining an increase, and have so far succeeded in our object as not only to acquire the necessary body of water to feed the canal, but even a surplus quantity, which may be employed in increasing the currents of the rivers which it may be considered advisable to render navigable.

Our canal might have an excellent port at each of its extremities, and the materials for construction cannot be more abundant, superior in quality, or

better distributed. A climate remarkable for its salubrity favours also the Isthmus of Tehuantepec, and the departments of which it forms a part number a population of 750,000 inhabitants.

The admirable fertility of the soil and the abundance of cattle and resources of all descriptions, would enable the vessels to renew their provisions at easy prices at the isthmus, therefore they might devote a greater portion of their hold to the storing of merchandise.

Besides these purely local advantages, the Isthmus of Tehuantepec offers over those of Nicaragua and Panama others of a more general nature for navigation, affording to vessels proceeding from Europe or the United States, which from their destination have not to descend to more meridianal latitudes, a communication more direct and through a more genial climate. On their return, vessels navigating the Pacific are now obliged to seek a northern latitude in order to escape the influence of the trade-winds, and for these also the course through the Isthmus of Tehuantepec would be much less circuitous. Lastly, the fresh but not dangerous north and north-easterly winds are common to the whole of the American isthmus, but Tehuantepec is not subject to the protracted calms which at some seasons of the year paralyse navigation at Panama."

THE AZORES—FAYAL.

The Azores, or Western Islands, nine in number, form a range of islands extending between 37° and 40° of north latitude, and 25° and 32° of west longitude. From the number of birds of the eagle or hawk species, the Portuguese gave the islands the name they now bear. In 1459, the Azores began to be planted and colonized, and in so fertile a soil the inhabitants rapidly multiplied. The islands lie in the direct track of ships bound from the south to Europe, and have been the scenes of many daring adventures by Sir W. Raleigh, Sir F. Drake, and others, who waylaid the rich bullion ships that came to the Azores for a supply of water and provisions. They have also been the theatre of the contest between Miguel and Maria de Gloria for the crown of Portugal.

These islands are of volcanic origin. A curious phenomenon is described in the 32nd volume of the *Philosophical Transactions*, by John Robison, master of a small vessel, who arrived at Terceira on the 10th of December, 1720, "near which island he saw a fire break out at sea." On his arrival at Angra, the governor hired his vessel for the purpose of going to view it. "On the 19th," says he, "at two afternoon, we made an island all fire and smoke. The ashes fell on our deck like hail and snow. The fire and smoke roared like thunder and great guns." He adds, that quantities of pumice-stone, probably common lava, and of half-broiled fish, were found floating on the sea in its vicinity.

A similar phenomenon took place in February, 1811, about half a league from the western extremity of the island of St. Michael. It seems to have been attended with nearly the usual symptoms; fire bursting from the sea, and ascending into the air like a host of sky-rockets, accompanied with vast volumes of smoke and showers of scoriæ and lava. The rocks, however, did not rise above the surface of the water, but appeared immediately under it, with the waves dashing furiously round them. The previous soundings are said to have been 80 fathoms.

The steamer approaches Fayal, which, though not the largest of the group, has the safest roadstead. Mr. Bullar, in his "Winter in the Azores," thus describes the chief town of Fayal, called Villa de Horta: "Its situation is the best that could have been chosen, both for commerce and natural beauty. The bay, besides being screened by high shores, has the island of Pico in front; which, acting as a breakwater, secures the roadstead from southerly winds; while the more distant island of St. George's gives protection against gales from the north-west, and makes the harbour of Fayal a place of greater security than can probably be found in the other islands. In this respect its advantages, as far as commerce is concerned, are considerable, and in point of natural beauty it is equally fortunate. The town of Horta (or rather the city, for Don Pedro made a city of it), is built close to the shore. A long broad line of white chimneyless houses, among which churches, convents, and public buildings are conspicuous, extends the breadth of the bay. Behind this line, the houses which form the outskirts of the city are built among orange gardens and evergreens;

beyond is the flat conical mountain into which the island rises, which, when we landed, was slightly shadowed by a canopy of clouds, and coloured bright by the warm afternoon sun, while in front of the city the water of the bay, which in the afternoon sun was so tender a blue that it almost seemed to have a bloom upon it, rolls up on a sweeping beach of dark grey sand, divided towards the centre by a fort and landing steps, which project from the shore on a ridge of lava. On each side of the town, and of this sweeping beach, are the two bluff points of the bay. They rise high above the level of the town, and are richly covered with red and brown scoriæ and rough dark lava, upon which the sea, and weather are constantly acting;—the sea, by washing down the loose cinders and showing a fresh red surface;—and the weather, by staining the lava and watering the lichens."

"By the time we had made our observations, the visit-boats had boarded us and we were at liberty to land. Bewhiskered and mustachioed men in blue coats and brass buttons bowed and scraped upon the deck, disappeared below, rose again, bowed and scraped once more, smirked, went over the side and rowed ashore. These were some of the officials of Fayal who came to see that we were in proper health and that we had no contraband goods on board."

The steamer goes to within half a mile of the pier. There is no regulated charge for landing in shore-boats, but a Spanish dollar per trip is a fair charge for a small boat employed landing passengers and their luggage. All luggage is required to be taken to the Custom House for examination, but sometimes this examination takes place on the pier. No charge

is made for personal luggage; but tea, tobacco, soap and gunpowder, which are the monopoly of the Portuguese government, are prohibited.

All persons on landing with the intention of remaining, are required to present themselves or passports to the civil governor and mayor to be *visé;* and on leaving for a distant country, they must procure others at the expense of two dollars, 805 reis; if only to an adjacent island, the expense is about sixpence British.

The currency of the Azores is in millreis; a millrea being equivalent to a Mexican or American dollar: the Spanish dollar is worth more, passing for 1200 reis, the others for only 1000 reis. There is no bank.

A boarding house has been recently opened for the reception of respectable persons; it is a clean and comfortable house, but cannot accommodate many. It is kept by an English woman, and her husband a Portuguese. The usual charge for living is a Spanish dollar per day. The house is no great distance from the landing-place. There is abundance of good water in many parts of the town.

Only two or three asses are to be had on hire, for which a charge of one dollar is made per day. There are no wheel carriages in the island. No regular communication, save the Royal Mail steamers, is held with the Azores: during the fruit season several small schooners load for England.

The principal street in Horta runs the whole length of the town in a gently curved line. It is clean, has many well-built houses, is well paved, and free from the swine and donkeys that abound at St. Michaels.

"There is considerable bustle in the streets; and

they are much enlivened by the costumes of the country-people, and of the poorer townsfolk. A constant intercourse is kept up with Pico, by means of large ferry-boats, which ply backwards and forwards every day, whenever the weather will permit; and as the dress of these islanders is different from that at Fayal, a considerable variety may occasionally be seen in the streets.

"Some of the Pico peasants are dressed entirely in red. They have a red short jacket of linsey-woolsey, waistcoat, and knee-breeches of the same, with gaiters buttoning over the feet. These are either bare or covered with a leathern sandal, knotted over the toe, on which the hair of the animal is not unfrequently left."

The church of the Jesuits has been built in a style of substantial excellence, far beyond that of any of the churches of the islands; and the massive silver lamps, the censers and candlesticks, surpass even those to be seen in Lisbon.

Above the shops are many latticed balconies, out of which inquisitive women will peep at passers-by. They sit on the floor, in the squatting Moorish position; and when any persons pass whom they wish to see, they lift the small lattice shutter, lean their heads forward and gratify their curiosity or love of gossip.

The chief object of interest is the Caldeira, or great crater, at the western extremity of Fayal. It is about seven miles from the town. The road leading to it is extremely bad, and only to be accomplished by being mounted on strong asses. "As is usual," writes Mr. Bullar, "in ascending all mountainous ground, we passed one ridge after

another, wishing and thinking each was the last, (for the dull succession of hill upon hill, clothed only with rough grass, was without variety,) when, without a moment's warning, we suddenly stopped on the precipitous edge of the crater. Hitherto there had been unvaried sunshine, and no tree or other object to cast a shadow; but now we suddenly saw beneath our feet an enormous valley, deeply sunk in the earth, the huge fissures, with which its almost perpendicular sides were cleft, being in deep shade, and the projecting ridges in bright light. At the bottom was a gloomy lake, over which one white sea-gull floated—the only living thing in that solitary place."

"The Caldeira appears to be perfectly circular, and is a complete basin, the edge being regular, that is, as regular as these natural works ever are; not a mathematical circle, but a fine waving line. We were nearly an hour and a half in walking round its rim, and we thought it by far the most striking old crater we have yet seen in the islands."

The island of Pico, with its peak and crater, is also well worthy of a visit. Mr. Bullar ascended it, but his vivid and beautiful description is too lengthy for our pages. Pico is a league and half from Fayal, and boats are constantly passing between the islands. Its apex is from 7,000 to 8,000 feet above the level of the sea, and though no eruption has taken place from its crater within the memory of man, yet a hot vapour is perceptible. The ascent is difficult, the sides of the mountain being covered with loose black lava; but the view from the summit amply repays the traveller for his fatigue. The usual mode of making the ascent is to begin in the evening, and

at about two thirds of the way to rough it on a bed of heath during the night, and by starting early reach the summit before sun-rise, when the magnificence of the view from so elevated a height is extremely delightful.

"The hoary head of Pico presents a great variety of beauty. One afternoon it was lightly powdered with snow, so as to give it a tint of sober olive; with a larger quantity of frost or snow, and stronger and more direct sunshine, it has looked like dead silver: at another time it was tipped with fire,—at another it was pavilioned in flame-coloured clouds;—a few light mists would shut it entirely out, or, where transparent, give to it a wan and visionary hue; and in the evening, when the clouds put on a gayer livery, becoming rose-coloured or purple, or bronzed, the changes and flushes would almost remind you of the variable colours on a pigeon's neck, or as a poet has said,

'of hues that blush and glow
Like angels wings.'"

The thermometer ranges from 75° in the summer to 59° in the winter. The winter is of a rainy description, commencing about the latter end of November and continuing till April. March is the coldest and stormiest month. It is not to be considered that the whole of the winter months are rainy, on the contrary, many pleasant days occur in December, January, and February.

There are three medical practitioners in Fayal, one English and two Portuguese; Dr. Davies, and Drs. Medeiros and Oliveira.

John S. Minchin, Esq., is British Vice-Consul, and also Agent to the Royal Mail Steam Company.

FAREWELL—HOMEWARDS.

In bidding farewell to the beautiful islands and boundless continents at which we have touched, we cannot do better than use once more the words of Mr. Coleridge, from whom we have gathered many beautiful descriptions previously.

"Beautiful islands! where the green
Which nature wears, was never seen
'Neath zone of Europe; where the hue,
Of sea and heaven, is such a blue
As England dreams not; where the night
Is all irradiate, with the light
Of stars like moons, which, hung on high,
Breathe and quiver in the sky,
Each its silver haze divine
Flinging in a radiant line,
O'er some gorgeous flower and mighty tree
On the soft and shadowy sea!
Beautiful islands! brief the time
I dwelt beneath your awful clime;
Yet oft I see in noonday dream
Your glorious stars with lunar beam;
And oft before my sight arise
Your sky-like seas, your sea-like skies,
Your green banana's giant leaves,
Your golden canes in arrowy sheaves,
Your palms which never die, but stand
Immortal sea-marks on the strand,—
Their feathery tufts, like plumage rare,
Their stems so high, so strange and fair!
Yea! while the breeze of England now
Flings rose-scents on my aching brow,
I think a moment I inhale
Again the breath of tropic gale."

And now, having left far behind us Bermuda and

Fayal, and the sunny isles of the west, with their everlasting verdure and brilliant skies, the coldness, and thickening atmosphere, tell us that we are again approaching the rocky shores of England. What though her shores be dark and gloomy, and her airs cold and foggy, she has her happy firesides, and joyous faces clustering around them; the very keenness of the air is bracing and gives a freshening vigour to all life's pulses. Where on earth are such true friends,—where dwells such honest freedom?

Those only who have visited other peoples can fully appreciate the might of England's influence abroad: the influence of her free institutions, that are as watchwords to other nations; of her literature, which will last while language lasts; of her peaceful arts, more potent than the thunders of her cannon.

England is our HOME. "She is the land of our pride and our love: the land of freedom and of glory; of bards and heroes, of statesmen, philosophers, and patriots; the land of Alfred and of Sydney, of Hampden and of Russel, of Shakspere, Newton, Locke, and Milton. O my country! May thy security, liberty, generosity, and peace, be eternal? May thy children prize their birthright, and well guard and extend their privileges! From the annals of thy renown, the deeds of thy worthies, the precious volumes of thy sages, may they imbibe the love of freedom, of virtue, of their country!"

"Land of my birth, oh Britain, and my love.
* * * * * *
Beauteous Isle,
And plenteous! what though in thy atmosphere
Float not the taintless luxury of light,
The dazzling azure of the Southern skies;

Around thee the rich orb of thy renown
Spreads stainless, and unsullied by a cloud.
Though thy hills blush not with the purple vine,
And softer climes excel thee in the hue
And fragrance of thy summer fruits and flowers,
Nor flow thy rivers over golden beds;
Thou in the soul of man, thy better wealth,
Art richest: nature's noblest produce thou,
The immortal mind in perfect height and strength,
Bear'st with a prodigal opulence; this thy right,
Thy privilege of climate and of soil,
Would I assert: nor, save thy fame, invoke,
Or nymph, or muse, that oft 'twas dreamed of old
By falls of waters under haunted shades,
Her extacy of inspiration pour'd
O'er poet's soul, and flooded all his powers
With liquid glory: so may thy renown
Burn in my heart, and give to thought and word
The aspiring and the radiant hue of fire."

MILMAN.

SOUTHAMPTON.

On the arrival of the steam ship at Southampton, the Company's small steamer, *Princess Victoria*, now lands the passengers and baggage free of charge. The luggage is taken, under charge of a custom-house officer, to the baggage warehouse, where its examination takes place, the passengers being called according to the list delivered by the ship's clerk to the custom-house officers.

Duty is charged on cigars and other foreign manufactures.

Passengers bringing home preserves or other articles from a British colony, should bring a certificate of their produce from the customs at the port, when the article would be charged only the low duty.

The baggage warehouse is open for the examination of baggage from 6 o'clock A.M. to 8 o'clock P.M., from 25th of March to 20th of October; and from 8 A.M. to 8 P.M. during the remainder of the year, except on Sundays, on which days it is closed during the forenoon hours of divine service.

Southampton is now the port of departure for the West India and Peninsular and Oriental steam packets. It possesses many local advantages. The sea comes up the very broad and deep sheet of water to the town, called Southampton Water. It has a jetty or pier from which passengers may embark at all times of tide; a dock lately opened; and the railway carries passengers to London in three hours.

The historians of the town assume that it was here, where the quay now stands, that king Canute

planted his chair at the instance of his courtiers and bade the sea retire. "The sea, however, continued to advance without paying any regard to the royal mandate; and when the king found himself surrounded by water, he rose up, and thus addressed himself to his base flatterers: 'Let not only you who are present, but also all the inhabitants of the whole world know, that weak is the power of kings, and vain are their orders; nor is there any worthy of that title except that Almighty Being who rules the heaven, earth, and sea.' On his return to Winchester he took off his crown, and placed it on an image of Christ, declaring that he would never wear it again."

Southampton was several times spoiled by the Danes, which retarded its improvement. It however very early obtained an act of incorporation, it is supposed in 854 or 855. Henry II. granted it a charter, which was confirmed by Richard I., King John, Edward II. and III.

It was from Southampton Henry V. sailed with his small but victorious army to claim the crown of France, shortly after which he gained the celebrated victory of Agincourt. It was here also he discovered the dangerous conspiracy formed against him by some of the English nobles, for which he condemned them to death. After their execution they were interred in an old religious house, to this day called God's-house, where a predecessor of the present Earl of Delawar erected a stone on which is inscribed their epitaph.

At one time Southampton was walled in, and some of the remains of old fortifications may still be seen, the principal of which is Bargate. This is an old

gate or bar of curious structure, "and is by most antiquarians considered extremely beautiful. Its north front is of rather uncommon form, being a sort of semi-octagon, flanked with two lower semi-circular turrets, and crowned with large and open machiollations. The central arch of entrance is highly pointed, and adorned with a profusion of mouldings which now end abruptly, as a part of the flanks of the arch was long since cut away, to enlarge the carriage-road, which was inconveniently narrow." Other remains of the walls are also to be seen, but they are perhaps interesting only to those who delight in finding history in old rubbish. We beg to refer such to Sir H. Englefield's *Walk through Southampton*.

The following statistics, from Mr. Macgreggor's most valuable work on Commercial Statistics, will no doubt be interesting :—

ST. JAGO DE CUBA.

Arrivals during the year 1840.

Nations.	No. of Vessels.	Tonnage.
Spanish	132	13,879
British	125	23,667
American	124	19,912
French	29	6,305
Hanseatic Turkey	20	1,698
Dutch Colonies	6	376
Columbian and Mexican	3	200
Danish	1	150
	430	66,187

Exports in 1840.

Coffee	14,307,800 lbs.
Sugar, Clayed	21,977 boxes of 4 quintals.
Ditto, Muscovado	4,915 hogsheads.
Cotton	10,429 bales of 105 lbs.
Molasses	1,600 hogsheads of 117 galls.
Tafia and Rum	1,174 pipes of 110 gallons.
Tobacco	21,865 bales of 80 lbs.
Wax	30,225 lbs.
Fustic	1,400 tons.
Cigars	5,000 boxes of 1,000 each.
Copper Ore	27,142 tons.

During the last four years there has not been any great difference in exports, with the exception of coffee and copper ore. The export of coffee has fallen off greatly during the last two years, owing to excessive drought, but copper ore has greatly encreased.

PORTO RICO.

Exports in 1839.

Sugar	69,245,783 lbs.	Valued at	$2,423,602
Coffee	8,538,362 lbs.	,,	$853,836
Molasses	3,311,719 galls.	,,	$496,759
Cotton Wool	1,183,973 lbs.	,,	$189,435

Exports in 1840.

Sugar	81,793,693 lbs.	Valued at	$2,862,779
Coffee	12,450,114 lbs.	,,	$1,254,011
Molasses	3,033,034 galls.	,,	$454,195
Tobacco	4,227,484 lbs.	,,	$169,099

APPENDIX.

SINCE this work was printed, an interesting Parliamentary Paper has been issued by order of the House of Commons, intituled a Return of "Copies of the last Census of the Population taken in each of the BRITISH WEST INDIA ISLANDS, and in BRITISH GUIANA: together with any information subsequently received in the Colonial Department, relative to the number of the Emancipated Slaves who have become Freeholders, the Extent of Land purchased by them, and the Sums of Money paid or payable for such Purchasers."

From this Paper which runs to 46 folio pages, we have given an abstract of all that can interest the general reader.

The following Table presents at one view the entire population of the British West India Islands, and of British Guiana, in most cases up to the 3rd of June, 1844.

COLONY.	Date of Census.	Males.	Females	Census, 1844.	Slaves.*
1. JAMAICA	3rd June, 1844 ..	181,633	195,800	377,433	311,070
2. HONDURAS	*nil.*	.....	.....	10,000	1,901
3. BAHAMAS.....	1841	12,623	12,621	25,292	10,086
4 BARBADOES	3rd June, 1844 ..	56,004	66,194	122,198	83,150
5. GRENADA	„ „	13,732	15,191	28,923	23,638
6. ST. VINCENT ...	„ „	12,600	14,648	27,248	22,266
7. ST. LUCIA.....	„ „	9,871	11,130	21,001	13,291
8. TOBAGO.....	„ „	6,152	7,056	13,208	11,589
9. ANTIGUA	15th March, 1844	16,722	19,456	36,178	29,121
10. MONTSERRAT	3rd June, 1844 ..	3,336	4,029	7,365	6,401
11. BARBUDA.....	„ „	223	286	509	.....
12. DOMINICA	„ „	10,788	11,681	22,469	14,175
13. ST. CHRISTOPHER.	„ „	10,523	12,654	23,177	19,780
14. NEVIS	„ „	4,418	5,153	9,571	8,815
15. VIRGIN ISLANDS..	1841.....	3,130	3,559	6,689	5,135
16. TRINIDAD.....	3rd June, 1844 ..	30,713	29,102	59,815	20,657
17. BRITISH GUIANA.	10th Oct. 1841 ..	49,787	48,346	98,133	82,824
	TOTAL.....			889,209	663,899

* According to the Compensation Returns, 1834.

1. The first enumerated is JAMAICA, which appears to have 9,406 inhabited houses with foot land, 644 sugar estates, 671 coffee plantations, 378 breeding pens, 822 pens with residences, and pasture lands, 22,703 farms and other settlements. Of the population, the total of which is 377,433, there are 15,776 white, 68,529 coloured, 293,128 black. Of African birth, 33,519; American, 480; Belgian, 1; British, 1,689; Danish, 3; Dutch, 18; English, 3,450; French, 1,342; German, 615; Haitian, 12; Irish, 1,298; Indian, 1; Natives, 332,922; Portuguese, 2; Scotch, 1,523; Spanish, 331; South America, 225; Swede, 2. Under five years of age, 51,707; from five to ten years, 4,722; from ten to twenty years, 62,733; from twenty to forty years, 121,309; from forty to sixty years, 68,499; over sixty years, 25,963, which is over 13 per cent. of the whole population. Of artists there are 108; architects, 29; agriculturists, 61 (all females); bankers, 13; boatmen, 564; Clerks, 1,555; fishermen and fisherwomen, 1,484; household servants, 20,571; labourers, 60,653; agricultural labourers, 132,192; lodging-house keepers, 157; ministers of religion, 267; attached to military, 104; military pensioners, 32; mariners, 97; miners, 41; merchants, 433; pilots, 26; policemen, 315; planters, 3,987; professional persons, 453; retail traders, 1,672; surveyors, 86; store keepers, 544; teachers, 640; master-tradesmen, 10,097; tavern-keepers, 59; in various occupations, 948; of no occupation, 142,831 By the return made to the Commissioners of Compensation in 1834, there appears to have been then of the slave population, 309,336, house servants, 31,453; labourers and agricultural labourers, 202,232; master-tradesmen, 14,112; journeymen-tradesmen, 3,716.

2. There is no return for HONDURAS: the population is supposed to amount to 10,000.

3. BAHAMAS. The entire population of these Islands is 25,292, of which 6,062 are white, 18,649 coloured, 3,695 are engaged in agriculture, 1,690 in manufactures, and 2,544 in commerce. The above, which is the Census of 1841, is all that the return presents.

4. BARBADOES. The population of the 12 parishes in this Island, distinguishing the ages, and whether employed or unemployed is all that is furnished; the amount of inhabitants being 122,198. This is supposed by the Governor Sir C. E.

Grey to fall short of the real numbers by some thousands, in consequence of the mode of taking the Census not being sufficiently searching and rigid. The population of Barbadoes is fast increasing. Sir Charles in his despatch to Lord Stanley relative to this and the other Windward Islands, remarks that "the climate everywhere improves in salubrity as cultivation advances. In Barbadoes it is as favourable to human life as in England. Means of subsistence and of comfortable existence are amply provided by nature for more than double the number of the present inhabitants.

5. Grenada has 8 parishes, containing 28,923 inhabitants, besides the garrisons of Fort George, and Richmond Hill, 404; crews of vessels, 303; prisoners, 20, making a total of 29,650. This population is composed of 12 clergymen, 4 lawyers, 16 doctors, 55 government and colonial officers, 126 merchants and shopkeepers, 99 clerks, 1,711 artificers, 242 resident proprietors of estates, 18 attorneys of estates, 230 managers and overseers, 6,763 actual labourers, 3,435 casual labourers, 389 mariners and fishermen, 300 hucksters, 1,036 house-servants, 1,409 seamstresses, 661 washerwomen, 4,498 variously employed, children of tender years not employed, 5,043; sick and infirm, 876; under ten years of age, 7,349; ten to sixteen, 3,222; sixteen to fifty, 13,810; fifty to sixty, 3,105; above sixty, 2,037. Europeans being British subjects, 407; natives of the Colony, 25,033; of the British West India Colonies, 1,028; of Africa, 2,285; foreigners, 170; of these 8,800 are attached to the Church of England, 328 to the Church of Scotland, 18,525 to the Church of Rome, 1,264 are methodists, 2 Jews, 4 Mahometans.

6. In St. Vincent which is composed of the parishes of Charlotte, St. George's, St. Andrew's, St. Patrick's, St. David's, the Grenadines and the towns of Kingston and Calliaqua; there are 110 sugar estates, 53 arrow-root estates, 8 towns, 44 villages, 6,010 houses on estates, 2,120 houses in towns and villages. Of the population, 27,248; there are 1,268 white, 4,469 coloured, 25,511 black. In professions there are 296; labourers, 10,842; tradesmen, 1,516; domestics, 1,923. There are 7,464 under ten years, 4,396 under twenty, 9,257 under forty, 4,445 under sixty, 1,686 over sixty years.

7. St. Lucia. Of the population 21,001, comprised in five districts, males, 9,871; females, 11,130; there are white,

1,039; coloured, 5,368; black, 14,594; adults, 13,310; under sixteen years, 7,691.

8. Tobago. Tobago has seven parishes, and the towns of Scarborough and Plymouth, containing a population of 13,208, viz.: planters, agricultural labourers, and cultivators of land, for a livelihood, 4,852; trades and professions, 2,125; no employment, 1,201.

9. Antigua. There are 7 parishes, containing 36,178 inhabitants, which is supposed to be an increase of nearly 3,000 within four years, of which 34,311 are natives of the Island; 474 of Great Britain and Ireland; 1,393 elsewhere; temporary absentees, 451; there are besides 227 of Her Majesty's troops. In religion there are, 16,739 of the Church of England, 183 of the Church of Scotland, 12,688 of the Moravian Mission, 6,563 of the Wesleyan Mission, 25 Roman Catholics. There are 163 official and professional men, 217 commercial men, 338 planters, 13,202 labourers, 2,521 mechanics, 2,017 servants, 4,217 miscellaneous, 13,503 household duties, and unemployed. There are 1,561 freeholders, 441 leaseholders, 9,755 occupied and 893 unoccupied houses. The population in 1839 was 33,359.

The Governor Sir Charles Fitz Roy, in his despatch to Lord Stanley, notes it as a curious fact of the superior longevity of females over males in this climate, that the number of the former sex, above sixty, more than doubles that of the males.

10. Montserrat. This Island consists of 4 parishes and the towns of Plymouth and Kinsale. There are 7,228 natives, 61 of other British Colonies, 15 of Foreign Colonies, 10 Africans, 51 of the United Kingdom, males, total 7,365. There are 3,247 under sixteen years of age, 3,022 between sixteen and forty-five, 807 between forty-five and sixty, and 219 above sixty, 106 males and 183 females. Employed in professions and trades, and as artificers and handicraft men, 343; domestics, 289; agricultural labourers, 3,742; unemployed in families, 1,049; invalids, 148; infants, 1,792. In the colony there are 150 freeholds, 230 leaseholds, and 1,327 tenants-at-will, 1,772 occupied and 112 unoccupied houses, 40 houses building.

During the eleven years 1833—43 inclusive, there has been 3,000 baptisms, 639 burials, 762 marriages. There are 5,487 attached to the Church of England, 1,270 to the Wesleyans, 604 to the Roman Catholics.

The census of 1828, was 7,119, in 1834, the population was reduced to 6,165.

11. Barbuda. Inhabitants 509, 60 absent: under sixteen, 254; between sixteen and forty-five, 167; between forty-five and sixty, 54; over sixty, 33.

12. St. Christopher has the town of Basseterre and 9 parishes. Population 23,177, males, 10,523; females, 12,654; 9,222 under sixteen years, 9,975 between sixteen and forty-five, 3,024 between forty-five and sixty, 956 above sixty, of these last 312 are males and 644 are females: natives, 21,601; of Great Britain, 238; other places, 1,338; 8,797 agricultual labourers, 938 tradesmen, 13,442 others. Of the Established Church, 7471; Moravians, 5,457, Wesleyans, 10,186; Catholics, 63. Freeholders, 557; leaseholders, 2,307; under general hiring permission, 2,763. 5,627 occupied houses, 387 unoccupied houses, 155 houses erecting.

13. Dominica; comprising the town of Roseau and 10 parishes. Population, 22,469; males, 10,596; females 11,604; off the Island, 269. Under sixteen years, 8,591; between sixteen and forty-five, 9,360; between forty-five and sixty, 2,145; over sixty, 1,104; of which there are natives of the Island, 20,372; of the United Kingdom, 105; other places, 1,767, unknown, 225. 794 householders, 18 leaseholders, 4,225 occupied houses, 259 unoccupied, 101 erecting, 5 chapels. Of the Established Church, 714; Roman Catholics, 19,040; methodists, 2,531; Moravians, 5; unknown, 179; 3 clergymen, 356 merchants and shopkeepers, 912 tradesmen, 924 seamstresses, 7,705 labourers, 812 domestics, 206 laundresses, 883 planters and freeholders, 1 writing clerk, 28 sailors, 24 soldiers, 126 fishermen, 11 boatmen, 16 schoolmasters, 2 doctors, 2 stipendiary magistrates, 1 custom house officer, 6,432 no employment.

14. Nevis. Of 9,571 inhabitants, there are 2,529 heads of families, 4,418 males, 5,163 females. Episcopalians, 3,765; Wesleyans, 5,127; Noahites, 57; of other forms of worship, 168; attending no place of worship, 214; natives of Nevis, 9218; of the United Kingdom, 49; other places, 304. Freeholders, 276; leaseholders, 530; tenants-at-will, 451; professional persons and tradespeople, 915; domestic servants and persons employed in domestic matters, 1,386; labourers, 4,374; persons unemployed, 2,895 There are 128 unoccupied houses

and 16 erecting. 652 males and 468 females are known to be absent from the Island. Under sixteen, 2,967; between sixteen and forty-five, 3,812; forty-five to sixty, 1,307; over sixty, 599.

15. Virgin Islands. They are inhabited as follows: Tortola, 4,027; Virgin Gorda, 764; Joes Van Dykes, 1,158; Anegada, 345; Beef Island, 68; Quaymanos, 65; Guana Island, 46; Peter's Island, 143; Salt Island, 83; in all 6,689.

16. Trinidad, in 8 districts, had 60,319 inhabitants on 3rd July, 1844, of whom 30,713 are males and 29,102 are females, 906 are natives of Great Britain, 33,118 of Trinidad, 12,106 of British Colonies, 869 of Foreign Europe, 3,623 of Foreign Colonies, 7,287 Africans, 1,896 of other countries, military including women and children, 504. Under five, 6,583; five to ten, 6,519; ten to twenty, 9,701; twenty to thirty, 13,391; thirty to forty, 10,909; forty to fifty, 8,917; fifty to sixty, 3,867; sixty to seventy, 2,052; seventy to eighty, 646; above eighty 230. There are 25,505 labourers, 504 military including women and children, 35 public officers and servants, 38 advocates, 51 physicians, 41 ecclesiastics, 9 surveyors and architects, 1,656 proprietors and planters, 541 merchants, 957 shopkeepers and clerks, 77 schoolmasters, 91 police, 138 engineers and smiths, 1,837 carpenters and coopers, 409 masons, 2,126 seamstresses, 1,854 domestics, 134 bakers, 24 saddlers, 34 painters, 1,097 laundresses, 53 butchers, 210 tailors, 4 naturalists, 1 botanist, 45 goldsmiths, 87 shoemakers, 5 shipwrights, 26 sawyers, 132 cigar makers, 148 fishermen, 100 carters, 295 mariners, 118 disbanded soldiers, 17 mattress makers, 9 midwives and sick nurses, 17 printers, 8 watchmakers, 10 sailmakers, 2 barbers, 5 tavern-keepers, 11 coach builders, 12 musicians, adults and children without occupation, 838.

17. British Guiana contains a population of 98,133, and is divided into rural and urban districts, the former distinguished as Berbice, Demerara, and Essequebo, and the latter as Georgetown and New Amsterdam.

Berbice has a population of 16,759, 8,818 males, 52·61 per cent., and 7,941 females, 47·38 per cent., of these there are under five years, 2,006, 12·8 per cent.; five to ten years, 1,765, 10·53 per cent.; ten to twenty-four years, 2,269, 13·24

per cent.; twenty to thirty years, 3,543, 21·14 per cent.; thirty to forty years, 2,657, 15·83 per cent.; forty to fifty years, 1,972, 11·76 per cent.; fifty and upwards, 2,484, 14·22 per cent.

Demerara has a population of 37,834, males, 19,629, 51·88 per cent.; females, 18,205, 48·11 per cent.; of these there are under five years, 5,069, 13·39 per cent.; five to ten years, 3,702, 9·78 per cent.; ten to twenty-four years, 4,953, 13·09 per cent.; twenty to thirty years, 7,932, 20·96 per cent.; thirty to forty years, 6,086, 16·08 per cent.; forty to fifty years, 4,340, 11·47 per cent.; fifty and upwards, 5,560, 14·69 per cent.

Essequebo has a population of 76,087, 39,694 males, 52·16 per cent.; 36,393 females, 47·83 per cent.; of these there are under five, 2,802, 13·03 per cent.; five to ten years, 1,945, 9·05 per cent.; ten to twenty-four years, 2,856, 13·1 per cent.; twenty to thirty years, 4,854, 22·57 per cent.; thirty to forty years, 3,841, 17·87 per cent.; forty to fifty years, 2,402, 11·17 per cent.; fifty and upwards, 2,719, 12·65 per cent.

Georgetown has 18,586 inhabitants, 8,483 males, 45·64 per cent.; females, 10,103, 54.35 per cent.; of these there are under five years, 1,957, 10·53 per cent.; five to ten years, 2,152, 11·58 per cent.; ten to twenty years, 3,457, 18·58 per cent.; twenty to thirty years, 4,455, 23·97 per cent.; thirty to forty years, 3,009, 16·21 per cent.; forty to fifty years, 1,831, 9·85 per cent.; fifty and upwards, 1,572, 8·45 per cent.

New Amsterdam numbers 3,460, 1,610 males, 46·53 per cent.; females, 1,850, 53·47 per cent.; under five years, 321, 9·27 per cent.; five to ten years, 405, 11·58 per cent.; ten to twenty years, 702, 20·29 per cent.; twenty to thirty years, 808, 23.35 per cent.; thirty to forty years, 543, 15·69 per cent.; forty to fifty years, 365, 10·54 per cent.; upwards of fifty years, 308, 8·90 per cent. Of the total population there is a preponderance of 1,441, males over females.

Of the population there are natives of the colony, 65,319; of Africa, 15,856; of West Indies, 9,899; of Great Britain, 2,172; Europe, including Malta, 445; Madeira, 2,619; of British America and United States, 159; of East Indies, 343; on sea and not otherwise specified, 1,321.

It is only in the colony of British Guiana that any report has been made of the emancipated Negroes who have become purchasers of land. It may be interesting to note a few examples. In the county of Berbice, district of the Courantyne River and Coast, a village has been formed of 20 labourers, who have purchased 166 acres for 20,000 dollars. In the same district another community of labourers has purchased from Government 500 acres for £500, 37 of whom have paid up their quota. On the east coast of Berbice, 20 labourers in community have also purchased 500 acres for 4,383 dollars. On the River Berbice, 3 labourers have bought from Government 337 acres for £337. At Ithaca, 164 have purchased 500 acres for 10,000 dollars. In this county there are 20 such purchasers, on an average of the same description. In the County of Demerara, on the Sea Coast from Mahaica to Demerara, 168 labourers purchased 500 acres for 80,000 dollars. In the same district 500 acres were secured for 50,000 dollars by 128 labourers; 400 acres by 145 labourers for 22,000 dollars; 300 acres by 88 labourers for 39,000 dollars. On the left bank of Canal No. 2, two labourers have purchased 250 acres for 11,000 dollars, and are disposing of it in plots to others of from one-half to 2 acres each. On the west coast of Demerara, 4 labourers have purchased 125 acres for 6,000 dollars. In this county there are various leases of plots of from half an acre to 25 acres each.

In the county of Essequebo, on the Pomeroon River, and plantation of Hackney, 1 labourer purchased 100 acres for £100, who has subdivided it among others. In this county the plots are chiefly leased in spaces of from half an acre to 4 acres.

In most cases these settlements of the emancipated Negroes are in the neighbourhood of places of worship, either the Established Church or of Dissenters.

In the colony the number of plots purchased by emancipated Negroes up to 17th December, 1844 amounted to 4,051; 1,883 of these had received transports, 2,168 had not received transports, 4,813 cottages had been erected, and were occupied by 18,511 souls.

From 1817 till the date of the last census, the Creole Natives

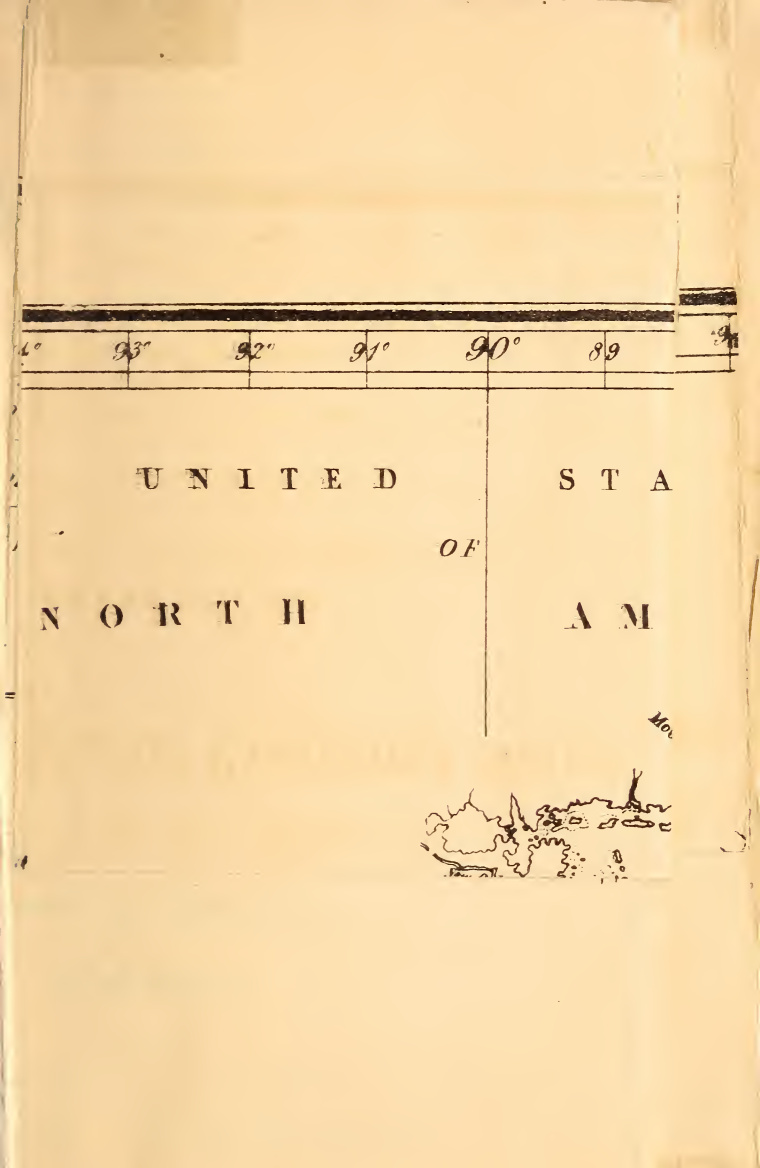
have been greatly on the increase, while there has been a corresponding decrease in the Africans. In 1817 there were in British Guiana 42,224 African slaves or 54·72 per cent. of the coloured population; in 1832 there were 22,571, shewing a decrease of 19,653, reducing the per centage to 34·45. In 1841 there was a further diminution of 6,715, leaving the African population at 15,856 or 19·54 per cent. The Creoles in 1817 numbered 39,439 or 45·28 per cent.; in 1832, 42,946 or 65·55 per cent., shewing an increase of 8,007. In 1841 the proportion was further increased 22,373, bringing up the number of Creoles to 65,319 or 80·46 per cent. In 1817 there was an excess of Africans over Creoles of 7,285; in 1832 an excess of Creoles over Africans of 20,735. In 1841 the excess was again increased to 49,463, so that the Creole population was then 65,319, while the African was but 15,856, making a total of the coloured population of 81,175.

The Report of the Commissary of population recommends the adoption of measures towards the enforcement of the use of surnames. This is becoming of great importance in consequence of the acquirement of property by many individuals, and on other considerations.

APPENDIX II.

An Account of the Imports into the United Kingdom of Sugar, Molasses, Rum, Coffee, and Cocoa, from the West Indies and British Guiana, distinguishing each Colony, for the Year 1844.

COLONIES From which Imported.	Quantities Imported into the United Kingdom from the British West Indies and British Guiana, in the Year 1844.				
	Sugar.	Molasses	Rum.	Coffee.	Cocoa.
	cwt.	*cwt.*	*gallons.* Including over proof	*lbs.*	*lbs.*
Antigua	225,150	104,243	22,513	425	—
Barbadoes	328,708	51,134	436	24,050	2
Dominica	52,803	11,146	21,128	71,206	1,746
Grenada	78,590	7,874	112,626	1,148	544,253
Jamaica	529,935	728	1,146,886	7,632,483	158
Montserrat	12,547	4,357	4,361	—	—
Nevis	29,590	11,206	15,079	—	—
St. Christopher	119,710	31,713	80,792	9,993	65
St. Lucia	69,383	8,034	11,208	33,814	17,242
St. Vincent	135,637	41,085	40,569	—	8,316
Tobago	49,317	13,740	137,587	—	—
Tortola	2,454	569	715	—	1,321
Trinidad	274,588	105,130	4,052	234,127	2,526,702
Bahamas	918	—	—	177,578	—
Bermudas	—	—	375	64	9,555
Demerara	447,817	179,146	874,042	733,029	10,209
Berbice	95,810	9,493	34,256	372,330	—
Honduras (British Ter.)	13	—	—	31	911
TOTAL	2,453,050	579,598	2,506,625	9,290,278	3,120,480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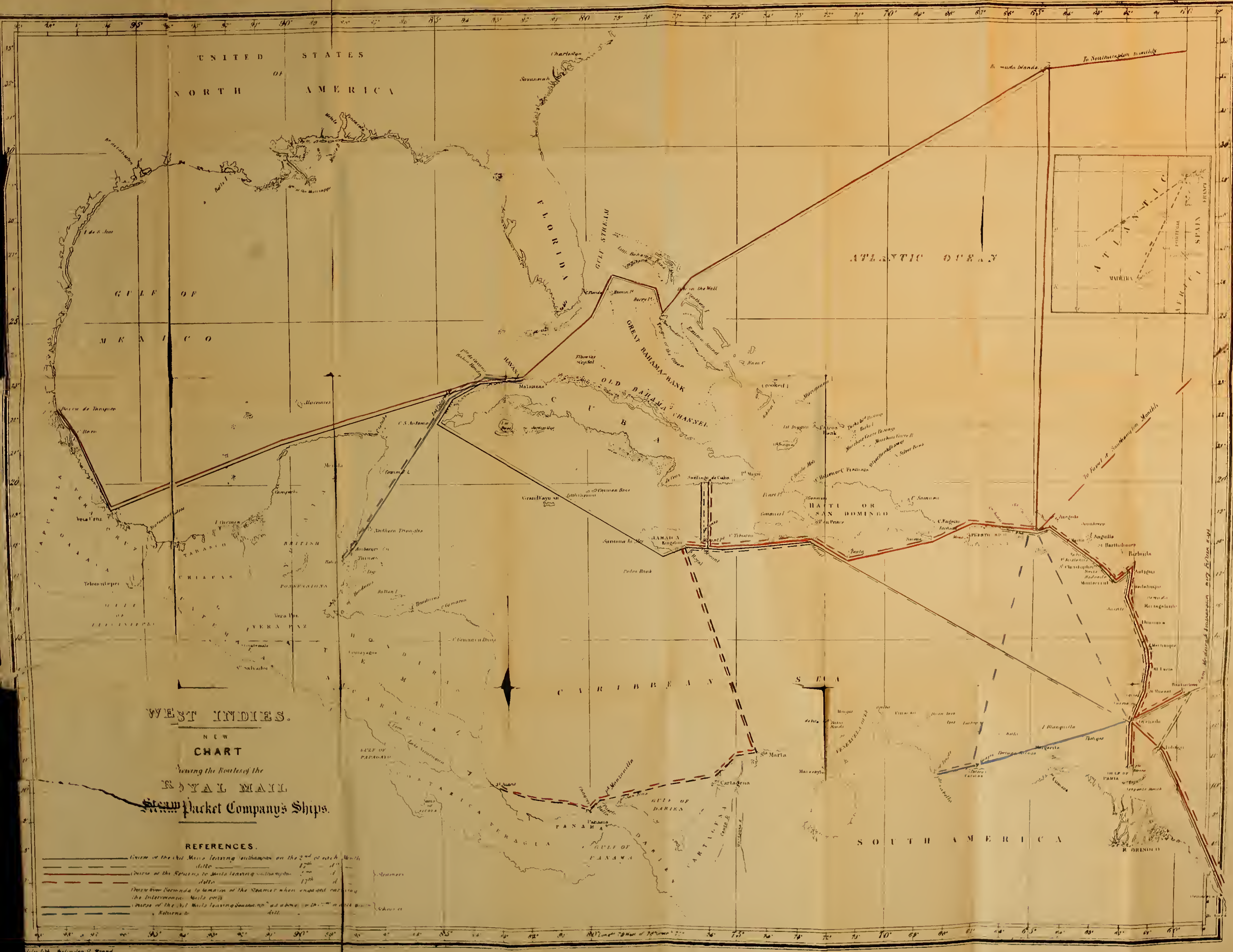
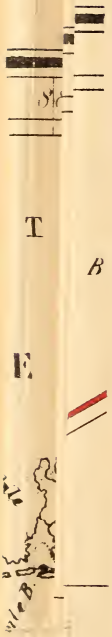
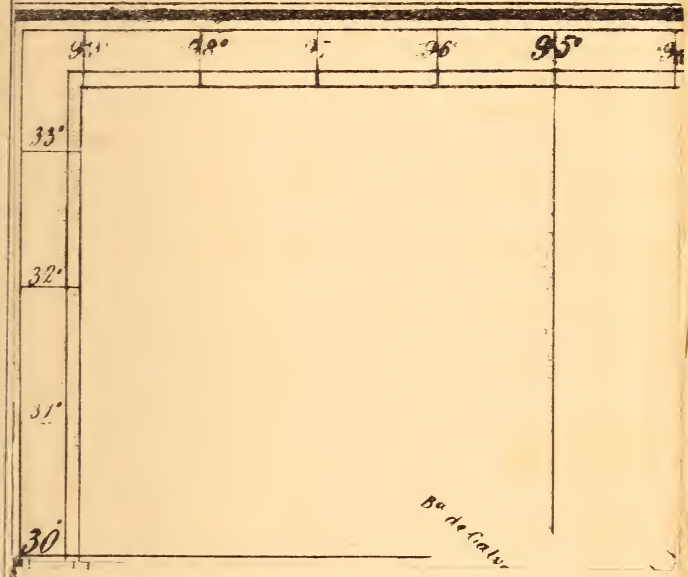

WEST INDIES.
NEW
CHART
shewing the Routes of the
ROYAL MAIL
Steam Packet Company's Ships.
REFERENCES.
UNITED STATES
OF
NORTH AMERICA
GULF OF
MEXICO
FLORIDA
GULF STREAM
Charleston
Savannah
GREAT BAHAMA BANK
OLD BAHAMA CHANNEL
CUBA
HAVANA
Matanzas
C. S. Antonio
Bermuda Islands
To Southampton monthly
ATLANTIC OCEAN
ATLANTIC
MADEIRA
PORTUGAL
SPAIN
FRANCE
AFRICA
To Fayal & Southampton Monthly
HAITI OR SAN DOMINGO
Santiago de Cuba
Grand Cayman
JAMAICA
Kingston
Pedro Bank
Crooked I.
PUERTO RICO
Anguilla
St. Bartholomew
Barbuda
Antigua
Montserrat
Guadaloupe
Marigalante
Dominica
Martinique
St. Lucia
St. Vincent
Barbadoes
Grenada
Tobago
Margarita
Cumana
GULF OF PARIA
R. ORINOCO
SOUTH AMERICA
CARIBBEAN SEA
Sta. Marta
Cartagena
GULF OF DARIEN
PANAMA
GULF OF PANAMA
Vera Cruz
TABASCO
CHIAPAS
BRITISH POSSESSIONS
VERA PAZ
Campeche
Merida
Tehuantepec
St. Salvador
Northern Triangles

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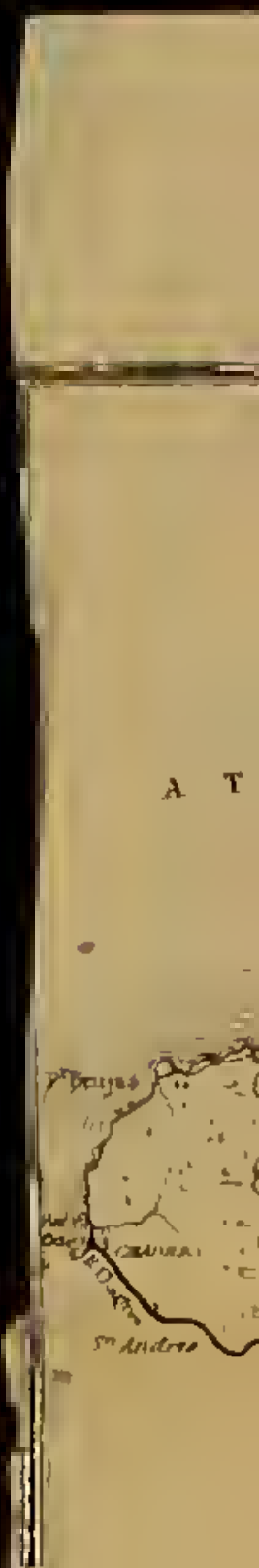
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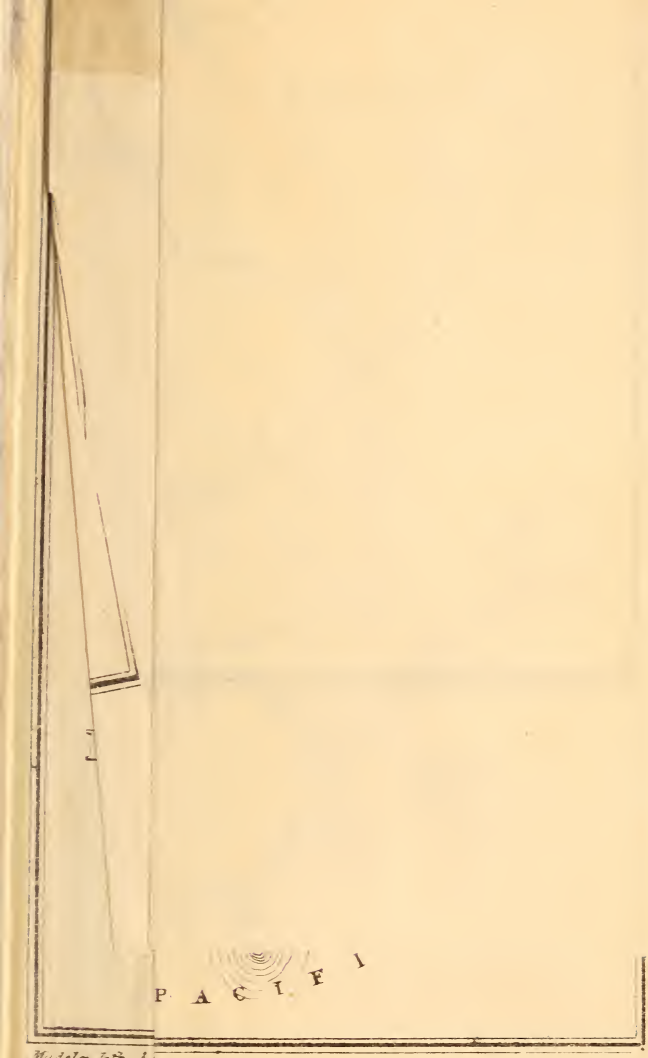
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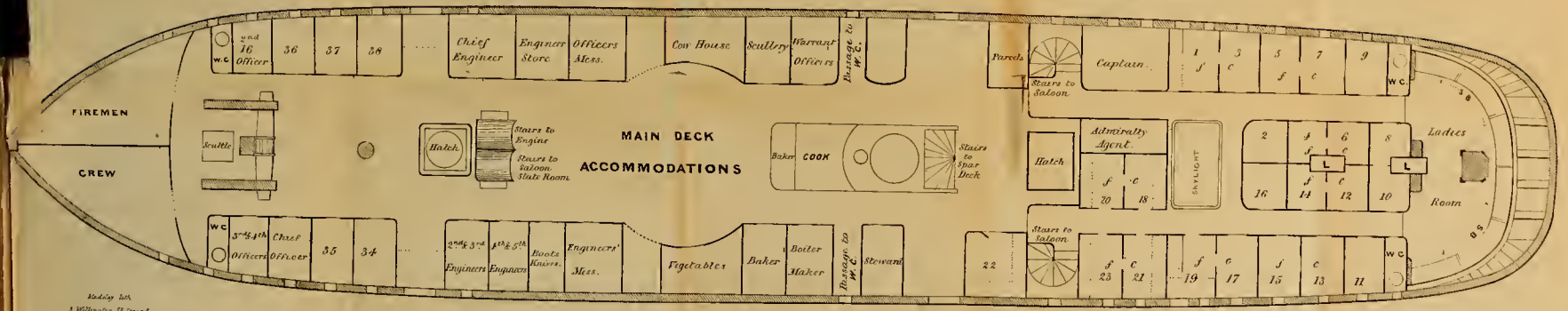
PLANS OF THE CABINS AND GENERAL ACCOMMODATION OF THE

Royal Mail Steam Packet Company's

STEAM SHIP "TWEED".



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